

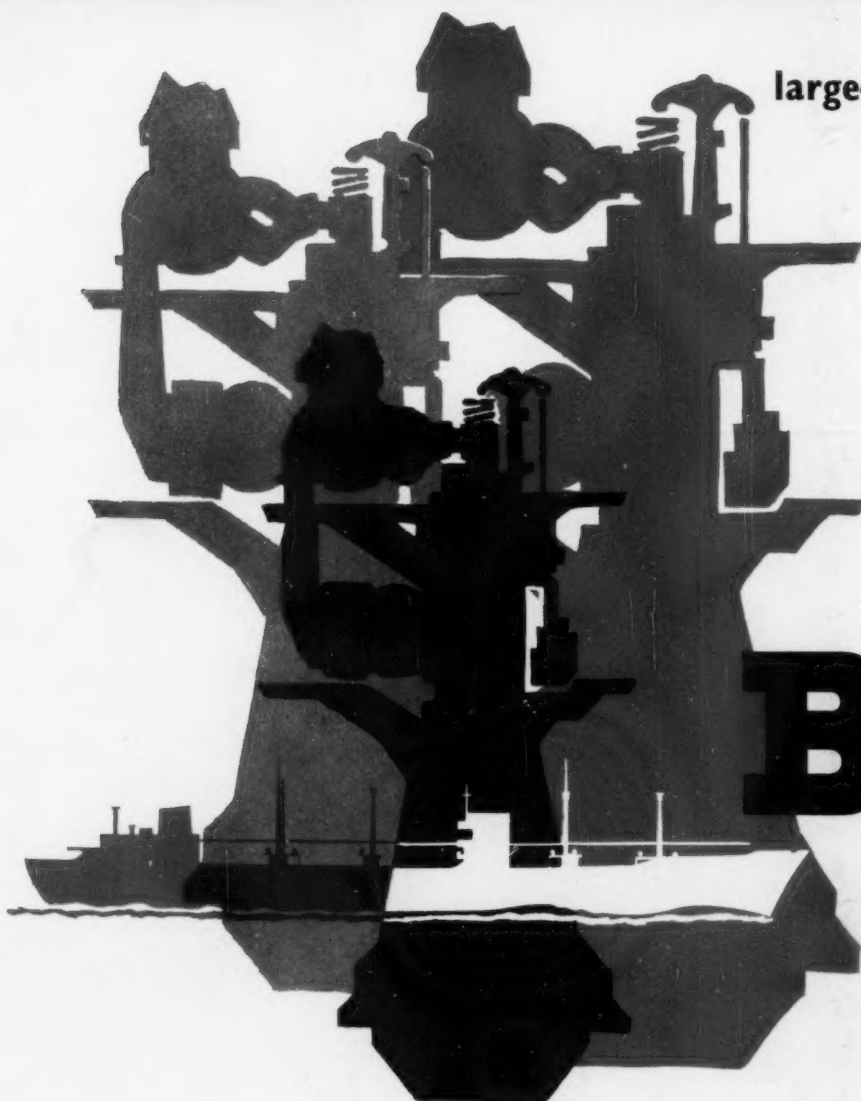
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26 JULY 1961

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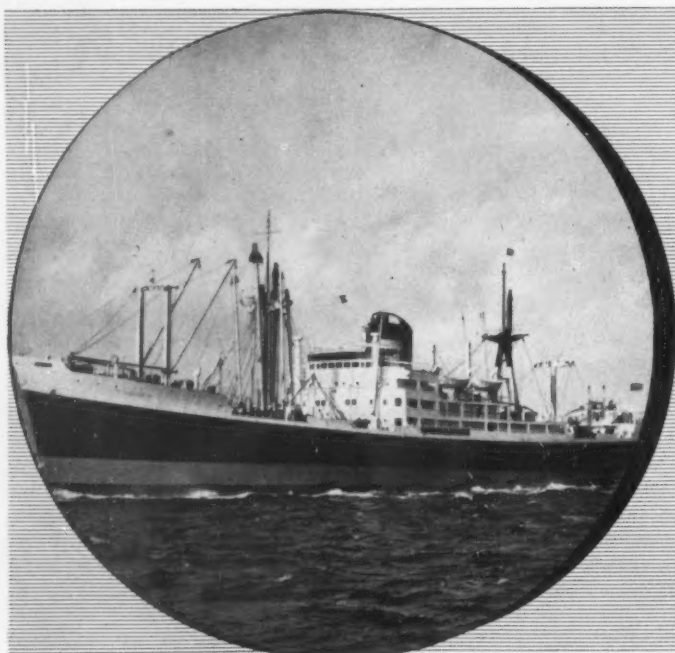
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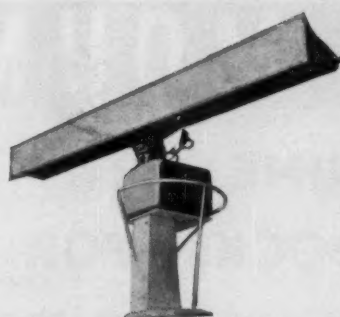
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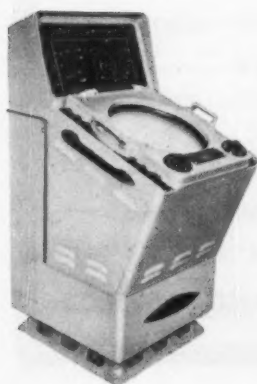
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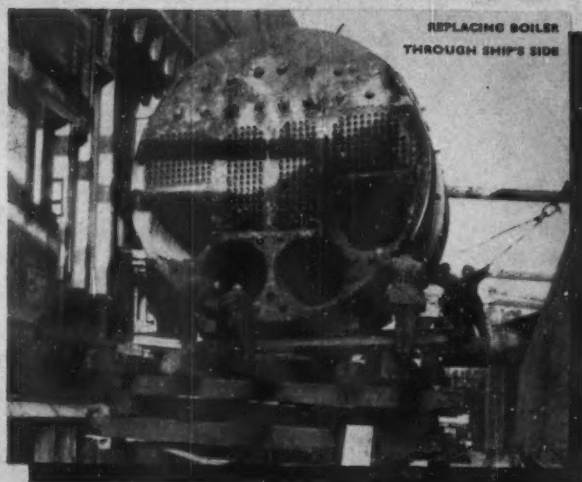
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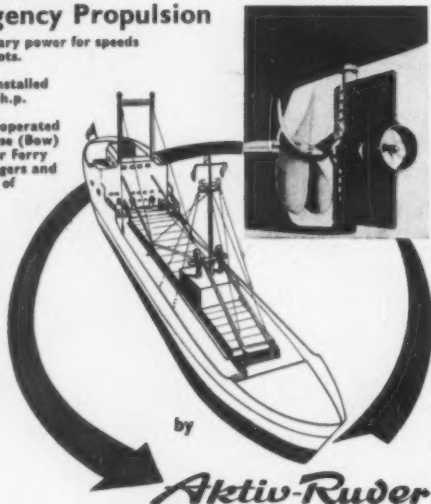
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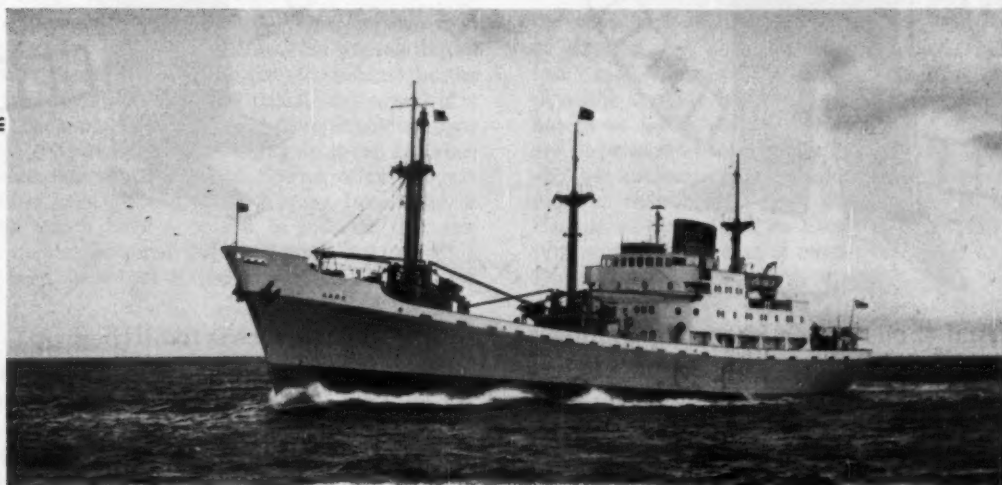
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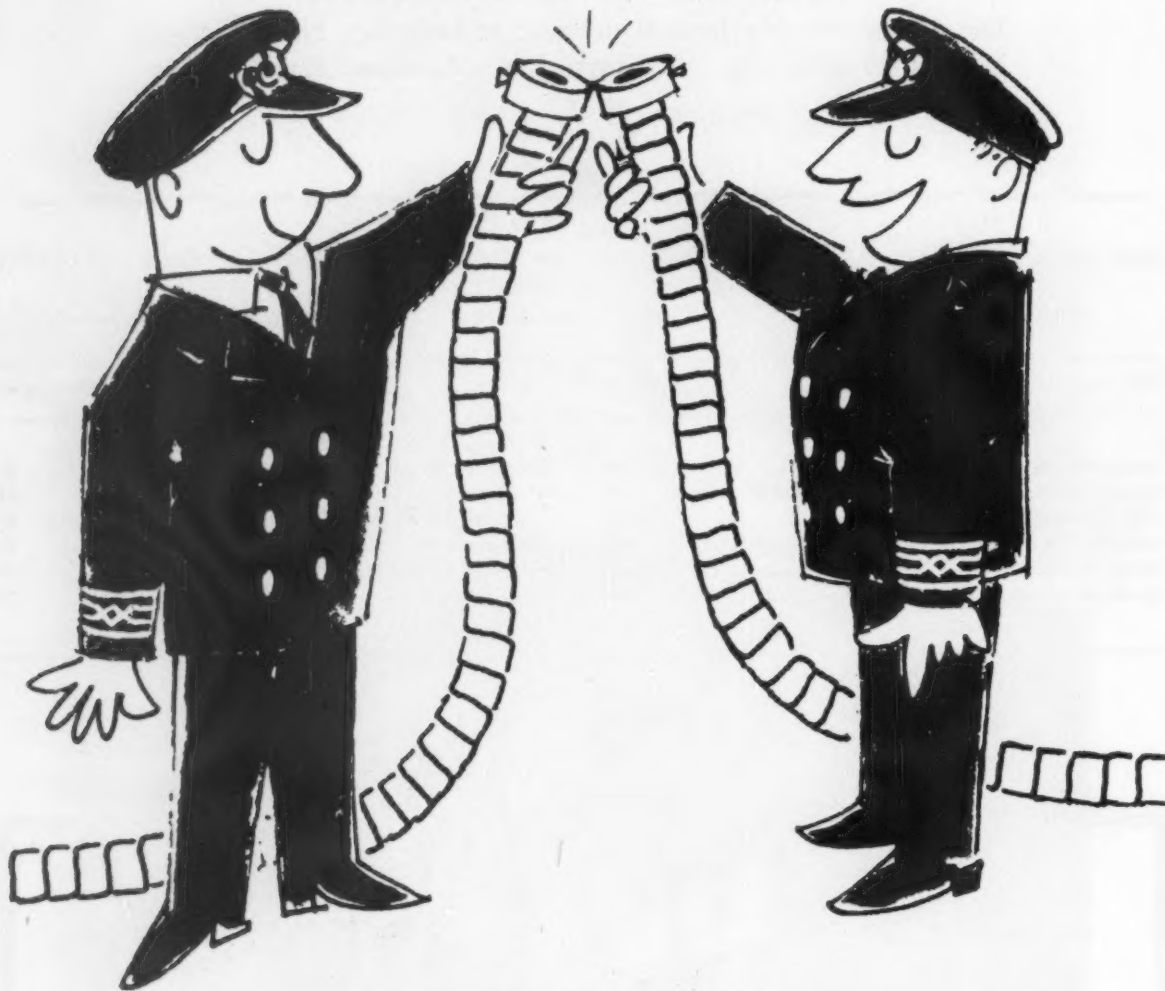
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## THE SHIPPING WORLD

### NUCLEAR MARINE PROJECTS

THE LATEST NEWS of the development of nuclear reactors for marine propulsion on the Continent is that Euratom is to participate in three projects, one each in Italy, Holland and France. In Italy, it is to advance about 1.2 mn dollars towards the cost of a two-year programme leading to the design of a nuclear-powered tanker. The work is being undertaken by the Italian Atomic Energy Commission (C.N.E.N.), Fiat and Ansaldo. In Holland, 1.9 mn dollars is to be contributed towards a three-year project, covering a number of research activities connected with the adaptation of the pressurised water reactor to marine propulsion. The ultimate aim here is to produce a complete draft design for a marine reactor of this type. In Germany, Euratom is to contribute about 1.8 mn dollars to a general research programme lasting five years, to be undertaken by the German marine nuclear research organisation (which enjoys the mellifluous title of Gesellschaft für Kernenergieverwertung in Schiffbau und Schifffahrt).

This latest decision by the Euratom Commission marks an important extension of its activities into the field of nuclear marine propulsion. This side of its interests began in January of this year, when it concluded a contract with G.K.S.S. and the German firm of Interatom for the development of an organic liquid moderated reactor for marine use. Its interest in the marine side is, in fact, of quite recent origin, and it is going to be a number of years before usable designs are likely to be available. This being so, it can be taken for granted that the reports of various other projects which have been announced in Europe from time to time, and which have appeared to indicate that one or more nuclear-powered ships will enter service within a few years, need not be taken seriously. Euratom

would hardly be financing work of the sort now specified if it was likely to be outdated by more practical work.

It is thus a reasonable conclusion that the criticisms which have been made from time to time of the speed with which progress is being made in this field in Great Britain are based on faulty premises, as a main point of most of such criticisms has been that matters are moving faster in Europe. That is not to say that the rate of progress here is not very slow. It was in December 1959 that the Government accepted the proposals of the Galbraith Committee; it was in February 1960 that it actually decided to put these proposals into effect, and call for five tenders for variants of the two types of reactor—organic liquid moderated and boiling water—that appeared to have the greatest promise. That was nearly a year and a half ago, and (if reports be correct) the Government has had the tenders in its hands for about a year. Yet in June the Minister of Transport stated in the House of Commons in answer to a question that no decision had yet been made as to what to do next.

The problem is admittedly a difficult one, which over the years has elicited from people an overabundance of emotion and an insufficiency of cold reason. The result is that now, when a concrete decision on whether or not to spend a very large sum of the nation's money has to be taken, the general public and industry alike are ill-prepared to accept the decision that the Minister and his advisers probably know is the correct one. It may be that a fresh look at the state of affairs in Europe, as exemplified by Euratom's latest moves, may produce a better frame of mind from which to examine Britain's problem.

## Current Events

### American Shipping Legislation

ONCE MORE British and European shipowners have given evidence before a Congressional sub-committee on the so-called Bonner Bill, which in its present form contains clauses which could lead to the complete breakdown of the liner conference system, so far as services to and from the United States are concerned. Further support for the conference system has now come from the International Chamber of Commerce, representing the users of sea transport services in some 65 countries. In a resolution adopted in Paris on July 18, the transport users of the ICC state that:

Over the years the shipping conferences have, through their control over the shipping lines which are their members, provided the Users with security and stability in sea transport and the Users would view with the greatest

concern any extension of Governmental regulation which undermined the means by which the stability of conference services are provided.

Largely free of governmental control or regulation the system has proved flexible and effective and has, from the User's point of view, operated satisfactorily. The transport requirements of Users are infinitely variable and their concern is very real that government control, which has inevitably to be more rigid, would prevent shipowners from meeting the ever-changing needs of transport users.

Users feel strongly that the terms of the contract involved in the dual-rate system are essentially a matter for settlement between the shipper and the shipowner and they see no need for governmental intervention on their behalf either at the national or at the international level.

It is clear from this that the users of sea transport, and these include American exporters and importers, find clauses in the Bonner Bill as obnoxious as shipowners do.

### A New Scapegoat

IT IS a well-known trick of the demagogue to capture an audience by making outrageous statements which he later denies having made, but lately Mr Ted Hill, chairman of the Trades Union Congress, has not been allowed to get away with it so easily. Apparently deciding that attack is the best form of defence in these conditions, he has now decided that "a few disreputable serfs of Fleet Street" are responsible for the troubles in the shipbuilding industry. Speaking at the annual conference of the Communist-dominated Electrical Trades Union, Mr Hill said (if any credence can be given to Press reports of his words): "During the last few years they (the newspapers) have done their damndest to price us out of world shipbuilding markets by obnoxious statements about the shipyard workers. They have maligned the workers as a bunch of bandits. They have said foreign customers won't buy our ships because the prices have frightened them. Early this year they said shipyard workers had lost 3,000,000 man-hours through strikes, but they did not say this represented only 2½ days off work per man per year, or that twice this figure was lost through sickness and accidents." After this tirade against the Press, however, Mr Hill did say that he should use "a little more caution" in referring to TUC support for unofficial strikes than when he spoke to the mineworkers' union (SW, 12.7.61). "We say we want to avoid unnecessary strikes," he said, "but if unofficial strikes are called for purposes for which the movement is formed, then all trade union officials are bound to support their members. Members of the TUC General Council, who are quite sensible people, still support unofficial strikes if workers are not responsible for what caused the strikes. Some of these strikes cannot be avoided, and if we are to protect our members we are going to support them. However, we want to reduce strikes to the minimum because they are no good for the economy and the country and certainly no good for the finances of the unions."

### Sales to Bulgaria

THE sale reported this week of two France Fenwick steamers to Bulgarian interests apparently completes for the moment the needs of the Bulgarians as far as second-hand tonnage is concerned. The ships purchased are the *Rookwood* and *Rushwood*, both built and engined at South Shields by John Readhead & Sons Ltd, and completed in 1952 and 1953 respectively. They are handy-sized vessels of 7,860 dwt, and market gossip suggests that they might have realised something over £700,000 for the two, although nothing definite has been said about price by the London brokers concerned in the transaction. Interest in secondhand tonnage by the Bulgarians has been evident for some time now, although there is obviously a limit to the total amount of tonnage which they can absorb. However, this outlet for tonnage has provided buyers for several modern vessels recently, including the motor tankers *Kurdistan* (SW, 28.6.61) and *Bjorn Stange* (SW, 5.7.61). For the latter vessel a price of £250,000 was reported. Bulgarians also took the smaller Norwegian tanker *Rogn*, and earlier in the year (SW, 8.2.61) they paid £92,500 on credit for the twin-screw motor vessel *Else Basse*.

### Good Bargains

THE purchase by Chargeurs Réunis of two modern Liberian motorships, soon after they had sold two smaller vessels to a British firm, has attracted a lot of attention, particularly when it is understood that other buyers had shown definite interest in one or other of the Liberian ships. The French company has paid £685,000 each for the two ships—the *Mary Sophia* and the *Calliope*, and

and will take delivery within the next month or two. The ships were built at Taranto in 1957, and carry 12,500 tons deadweight, being powered by Fiat oil engines. The two ships would seem to be very similar to the newbuilding motorship which was sold to Turkish buyers recently for about £900,000 (SW, 31.5.61). Obviously the difference in value between the two Liberian ships and the newbuilding sale to Turkey, reflects the difference of about four years in age. Even so in each of these cases, while from the sellers' point of view the price seems to be a reasonable one, it can be clearly seen that for the buyers the ships are great bargains. Such ships could not be built today for such prices, and one important feature is the question of delivery. To contract for such a ship today would mean waiting at least 12 or 18 months for delivery, and the price would certainly be over £1 mn. It will be recalled that Chargeurs Réunis sold the 7,500-dwt motorships *Manga* and *Maroua* to the China Navigation Co Ltd.

### Tyneside Reactions

TYNESIDE shipbuilding employers and trade unions have welcomed the Government's decision to inquire into the shipbuilding industry's difficulties in securing new orders, but the unions have indicated that they still intend proceeding with their latest wage claim (an increase of at least £1 a week is being spoken of). Mr G. H. R. Towers, chairman and managing director of John Readhead & Sons Ltd, who are now handling the last orders on their books, said that the difference between shipbuilding prices in Britain and abroad was too great to be met "by pruning here and there". He said that a British firm recently invited tenders for a new ship. Readheads submitted the lowest tender of any firm in Britain, but the order went to a foreign yard whose estimate was £150,000 less than Readheads. Mr Towers said he could not believe that this large difference was due to construction costs only. Mr R. Ibbison, director and general manager of Hawthorn Leslie & Co (Shipbuilders) Ltd, who welcomed the Government inquiry, said he wished that the labour force in the industry would show more appreciation of the grave position in shipbuilding. The inquiry was also approved by Mr P. D. Christie, of Swan, Hunter & Wigham Richardson Ltd. Mr W. Hepple, secretary of the Tyne branch of the Confederation of Shipbuilding & Engineering Unions, said he believed the whole trade union movement would back the inquiry, but he did not think it would affect their latest wage claim. Mr Ted Hill, of the Boilermakers' Society, expressed the view that a "scrap and build" scheme would stabilise shipbuilding.

### Research Work on the "Serenia"

THE *Serenia*, Shell's largest oil tanker, described in this issue of THE SHIPPING WORLD, has been the subject of considerable research work by members of the staff of the British Shipbuilding Research Association, and also by the staff of Vickers-Armstrongs (Shipbuilders) Ltd. The programme included measurements of speed, machinery power output, propeller thrust, and stresses in the rudder stock and the sternframe induced by rudder forces. While she was in drydock at Birkenhead, B.S.R.A. instruments were fitted and a surface roughness survey of the hull and propeller were made. Strain gauges were attached to previously prepared surfaces using a very strong adhesive which is hardened by using infra-red lamps. Vibrations were also artificially excited in the rudder with a machine specially designed for such experiments. To determine how quickly a large ship of this type accelerates to full speed, measurements were made by Decca Hi-fix survey equipment and by ship's log. Now that the *Serenia* is at sea, recordings of performance data will continue to be made regularly by the ship's officers, and records will

be sent to B.S.R.A. so that her performance can be studied over a long period of time in different weather conditions.

### Heat-Reflecting Deck Paint

AFTER several years of research a new paint has been developed in the laboratories of Hempel's Marine Paints, Copenhagen, which has heat-reflecting qualities close to that of white paint, but will not cause discomfort to the eyes even in the brightest sunlight. This question of selecting the correct paint for deck painting is one which has been a problem for many years to shipowners who operate ships in hot climates. It has been estimated by oil companies that there is a loss in petrol cargoes of about  $\frac{1}{2}$  per cent per voyage due to evaporation induced by steel deck heat: in the case of a T2 tanker this can represent a loss of as much as £1,300 per voyage. In refrigerated cargo ships too, heat has considerably increased the cost of evaporation. The new Hempalin heat-reflecting deck paint is being produced in a range of five colours of which the most popular is expected to be the new dark coke grey. Oddly enough the remaining four colours are light grey, orange, olive and teak. The last three colours are dark and would seem to be the most unlikely to have heat-reflecting qualities. Nevertheless, they have been well tried in service and found to be highly effective. Normally, on decks painted in a dark shade of marine paint, it is possible to fry an egg on the steel plates when passing through the Persian Gulf. With the new heat-reflecting paint it will now be necessary to rely solely on the ship's galley.

### New Offices for John Thompson Group

A NEW headquarters building in Tavistock House East, Duke's Road, off Tavistock Square, now houses the complete London sales organisation of the John Thompson group of engineering companies. Hitherto some of the companies were housed at Imperial House, Kingsway, and others were in various parts of London. Last week a reception was held at the new headquarters, where a room has been set aside to display photographs and models of the main products of the group. These include steam boilers for land and for use on board ship, water treatment plant and instrumentation, heat exchangers,

pipework, fabrication and other requirements for industry. The building forms a new east wing to the extensive Tavistock House of the British Medical Association. It has been attractively furnished and the floor area is divided into offices by steel partitioning. Throughout there are acoustic ceilings, incorporating radiant heating and flush lighting. John Thompson Ltd, of Ettingshall, Wolverhampton, was founded more than 135 years ago as makers of iron canal boats and of the primitive boilers of those days. Today the group comprises 29 companies with factories in Britain and various parts of the Commonwealth. An illustration of the new building appears on page 77.

### Business Aircraft Users' Association

IN THE United States some 30,000 aircraft—ranging from small, single-engined machines to large four-engined airliners—are engaged on business flying; in the course of a year they log more hours than do the combined fleets of all American domestic airlines. In this country business flying has not achieved the same popularity, due no doubt to the shorter distances to be covered, to a multitude of controls, and, perhaps to a lesser extent, to the somewhat slower pace of life than in the United States. However, in the past year or so there has been increasing evidence of a number of firms in this country recognising the advantages of owning their own aircraft, and so becoming independent of the scheduled airlines and the railways. More recently, with the relaxation of import restrictions on American aircraft, the growth of business flying in the United Kingdom has accelerated, and there are now 50 or more firms possessing their own aeroplanes. Inevitably with this growth has come the necessity of a central body to look after the interests of these flyers, and last week saw the first meeting of the Business Aircraft Users' Association. There are already some "big" names among the members of the Association: firms such as British Motor Corporation, Dunlops, I.C.I., Rolls-Royce, Shell-Mex & B.P., and Unilever. One of the major tasks confronting the new Association will be to secure some aerodrome near London for business flyers.

*An unusual view of the new 65,000-ton Shell tanker "Serenia". This ship is described fully in an article starting on page 65*





## ON THE "BALTIC"

SIGNS OF A SHORTAGE OF TONNAGE

By BALTRADER

SENTIMENT plays a big part in the working of the freight markets and there will always be times when rates are "talked up" or "talked down" so effectively by owners or charterers that the normal laws of supply and demand are apparently contradicted. In the past few weeks we have seen the delayed start to the summer "recession" and rates have fallen, but owners have now discovered that the shortage of tonnage, which has been such a feature of the markets on this side of the world in recent months, still exists. Consequently charterers in some trades who are theoretically convinced that rates should still be declining, find that in practice they are going up, and some agonising reappraisals of the situation have become necessary. Most charterers are probably half convinced that the signs of recovery on this side are a passing phase, but they cannot be sure, and those with big programmes to handle are doubtless strongly tempted to take some cover now in case the market falls no further this summer. Sensing this feeling in charterers' minds, owners are naturally inclined to hold off and show reluctance to fix ahead, and we therefore find the markets in a healthier and more interesting state today than seemed possible a month ago.

In the trans-Atlantic grain trades tankers have been securing higher rates, and charterers have recently shown much more interest in taking these vessels for consecutive voyages. Tanker owners' hands have been strengthened by the fact that the oil markets have lately become a little more active at higher rates, and the owners have not been slow to point out to grain charterers that, given the choice, they would rather see their ships carrying oil than grain. An interesting feature of the trans-Atlantic grain markets recently has been the timecharter inquiry for Chinese account to carry wheat from the St Lawrence to the Baltic and near Continent; presumably these cargoes would be for East German receivers. It is a reminder of a rather similar case a few months ago when Chinese charterers took several ships for grain cargoes from the St Lawrence to Albania.

### Start of the Churchill Season

This is the time of year when a new Churchill season begins and at this very moment the first ships should be feeling their way past Cape Chidley at the entrance to Hudson Bay and moving down, through waters still littered with last winter's ice, to the port of Churchill. In the last week or two most of the big grain merchants have quoted wheat cargoes from Churchill to the U.K. and, although one or two fixtures have been reported at gradually increasing rates, inquiry continues and owners are showing no inclination to rush in. No doubt, as in previous years, most of the merchants will rely heavily for this trade on ships which they either own or control themselves, but the Churchill season is a short one and if charterers leave orders uncovered too long there is always room for a spectacular increase in rates.

The shortage of early ships on this side of the world has already been referred to, but in the Far East there is still a big accumulation of prompt tonnage in spite of recent chartering activity. Nevertheless, charterers have found that the firmer conditions over here have strengthened the resolve of owners in all areas, including the Far East, and in the trans-Pacific trades, for example, charterers have been forced to indicate and pay higher rates in the past week or two. A further strengthening factor in the East has been the increasing congestion and delay

in Japan which, by keeping ships off the market longer, has reduced the supply of prompt tonnage available. Nevertheless owners will watch the Eastern markets with some anxiety in the next few months, for it is here that tonnage will continue to accumulate as a constant stream of ships arrives with cargoes for Japan and China. The chances of them all obtaining further employment on the spot, in other words in the Far East/North Pacific/Australia area, at this time of the year are rather remote but, if outward rates to the East hold, some at least will be able to ballast back to the U.S. Gulf area for return cargoes of scrap, sugar and grain, as has been the custom in recent months.

### The Freight Markets

Chartering was on a fairly small scale last week but this was mainly due to the fact that owners were holding for higher rates. In the trans-Atlantic grain trades the *Leersum* was fixed with wheat from Churchill to Antwerp at \$6.20 free discharge August 18/31, a considerable improvement on the previous rate paid for similar business. The *Polytrader* was believed fixed with heavy grain from the St Lawrence to Belfast at 45s, August 1/15, and later in the week a vessel was thought to have been fixed for similar business from Bay Comeau to Hull or the Mersey at 47s 6d. Tanker tonnage was fixed for grain from the Great Lakes including *Fagerfjell* with 17,000 tons to Antwerp, Rotterdam or Amsterdam at \$7.65 f.i.o., St Lawrence completion at \$2.85, August 10/25.

On the outward market a vessel was fixed with bagged fertilisers from Antwerp to Hong Kong at 72s f.i.o., July 25/August 10, and a similar cargo was covered from Rostock to West Coast India at 63s f.i.o., option East Coast India discharge at 65s 6d, September 1/15. An August vessel was fixed with bagged sugar from Cuba at \$12 f.i.o. and free taxes. Hampton Roads coal charterers took an 18,000-tons vessel to Moji/Muroran range at \$8.85 free discharge with six days shinc, August 15/31.

From the River Plate the tanker *Clydefield* was fixed with 16,000 tons of heavy grain to Antwerp/Hamburg range at 57s 6d, option Genoa or Naples discharge at 57s 6d, Venice or Trieste at 62s 6d, no clause 6, September 15/October 7. On the South African market fixtures included the timechartered *Baron Garioch* with maize from Cape Town to Rotterdam at 49s 6d, August 26/September 12, and the *Marianne* takes a similar cargo from Lourenco Marques to Mombasa at 43s 9d free discharge, August 15/28. Earlier in the week tonnage was reported fixed with sugar from Mauritius to the U.K. including a vessel with a bulk cargo to London, Liverpool or Greenock at 62s 6d current rate discharge, option Antwerp, Rotterdam or Amsterdam at 6s less with free discharge, September 25/October 20. On the Australian market a vessel was fixed with bagged flour from Sydney or Melbourne to Ceylon at 74s 6d free discharge, August 15/September 5, and a vessel was reported fixed with bulk wheat ex silo from Sydney or Geelong to the Spanish Mediterranean at 72s 6d free discharge, option Spanish Atlantic discharge at 75s, loading as far ahead as October 30/November 25. On the North Pacific market the *Orient* was fixed with wheat to Tokyo/Hakata range at \$5.65 free discharge, August 15/30.

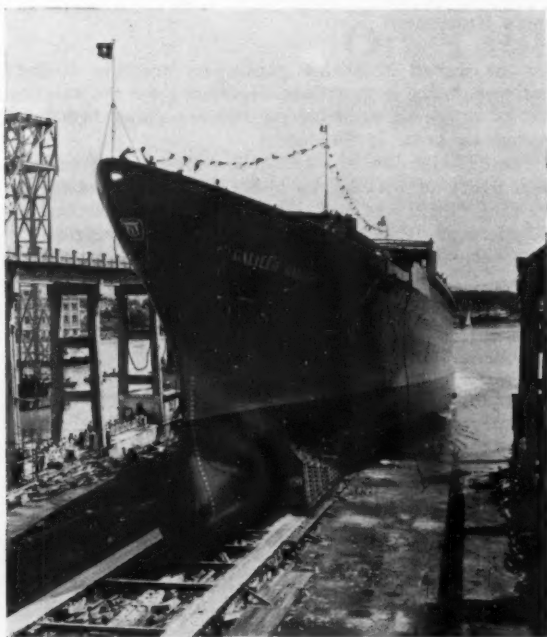
Timecharter fixtures included *White Sea*, 10,896 dwt, 475,000 cu ft bale, 10 knots on 26 tons fuel oil, 17s per ton, delivery at or off Singapore, redelivery Japan, trip via India or Mormugao, July 17/25.

## NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

### American Shipping Notes

MOORE-McCORMACK LINES have undertaken to furnish United States-flag liner service to the St Lawrence Seaway and Great Lakes ports. This makes it the first line to act under the recent Maritime Administration determination that eight existing "essential foreign trade routes" of the United States may be extended into the Great Lakes region for a developmental four-years period by the companies holding operating differential subsidy contracts on those trade routes. The routes involved in the case of Moore-McCormack, all originating in the North Atlantic Range, are No 1 to the east coast of South America, No 15-A to South and East Africa, and No 6 to Scandinavian and Baltic ports. The full four-years privilege applies only in the case of the first two. In that of No 6, it is limited to the 1961 season, inasmuch as service between the Seaway and the Baltic would in part follow a trade route which the Board has already declared essential, No



LAUNCH OF THE "GALILEO GALILEI"

As briefly recorded in our issue of July 12, the new Lloyd Triestino liner "Galileo Galilei" was launched recently at the Monfalcone shipyard of the Cantieri Riuniti dell'Adriatico. The first of a pair of 27,500-grt liners for the Australian service, she will be followed by the "Guglielmo Marconi". The first vessel is due to sail on her maiden voyage in the autumn of 1962. Accommodation is being provided for 1,700 passengers

32 from the Lakes to Northern Europe, and several subsidy applications are already pending for that route.

A liner conversion project which is one of the largest in United States maritime history has been reported half completed at the yard of the Puget Sound Bridge & Dredging Co at Seattle. This is the complete rebuilding and refitting of the former P2-type trooper *Gen. W. P. Richardson*, which has been known since the war as the *LaGuardia* of American Export Lines and the *Leilani* of Hawaiian Textron, and is now being converted to the all-first-class luxury ship *President Roosevelt* by American President Lines. The project, which is to cost \$9 mn, involves gutting the ship to her 610-ft hull and recon-

structing her as an all-air-conditioned liner with accommodation for 456 passengers. She is scheduled to enter the company's trans-Pacific service next January, running with the *President Cleveland* and *President Wilson*, also modified P2's, and the small *President Hoover*. Her introduction is expected to expand American President Lines' first-class space to the Orient by 50 per cent.

A rather surprising development is the recent addition to the U.S.-flag merchant marine of its first large new foreign-built bulk carrier for dry cargo. Until lately the nation's fleet under private ownership contained only 11 dry bulk carriers of this sort, all told. The new addition is the 23,000-tons *Tamara Guilden*, a 550-ft ship completed early this year in West Germany for the Zim Israel Navigation Co, and now purchased from them by a group headed by Gottlieb Hammer, president of the American-Israeli Shipping Co, Zim's agents in New York.

### Japanese Salvage Work

PLANS to refloat a large Japanese submarine said to have been sunk in the Straits of Malacca by a British submarine while *en route* to Germany during the war have brought increased speculation that an attempt may be made to salvage the British battleships *Prince of Wales* and *Repulse*, sunk by Japanese bombers off the east coast of Malaya. No announcement has been made, so far, of any proposals to salvage these warships. But speculation persists, and, if such salvage is feasible, it is believed the attempt may be made in the near future.

In addition, plans were announced early this year for the Yawata Iron & Steel Co Ltd to sponsor the salvaging of the 43,851-tons displacement Japanese battleship *Mutsu*, which sank in Japan's Inland Sea on 8 June 1943, following an explosion whose cause remains undetermined. The explosion is said to have blown the vessel in two, thus complicating the work of refloating it. It was estimated that it would not be completed until late next year. The two halves lie upside down at a depth of about 40 metres.

The Japanese submarine to be salvaged in the Straits of Malacca is to be raised by the Hokusei Ship Industry Co Ltd, of Kure. A preliminary survey party of eight men is being despatched, and the work of refloating the vessel is expected to begin in the coming autumn. The submarine is lying at a depth of 35 metres. It was described as the *I-34*, of 2,584 tons displacement. The submarine is said to have left Kure Naval Base on 13 September 1943 to bring back a cargo of "secret weapons" from Germany, which would be paid for with gold bars carried on board. At Singapore it picked up tungsten, rubber and other high priority war materials for Germany. But shortly afterwards, on 13 November 1943, it was torpedoed and sunk by a British submarine. All but 10 of its crew perished.

### RECENT SHIP SALES

MOTOR vessels *Mary Sophia* and *Calliope* (each of 12,500 dwt, 8,750 grt, 5,150 nrt, built 1957 by Cantieri Navale di Taranto) sold by the Aurora Shipping Corporation, Monrovia, to Cie. des Maritimes Chargeurs Réunis, for £685,000 each, subject to licences.

Cargo steamers *Rookwood* and *Rushwood* (7,860 dwt, 6,200 grt, 3,350 nrt, built by J. Readhead & Sons Ltd, 1952 and 1953 respectively) sold by Wm. France, Fenwick & Co Ltd to Bulgarian buyers. The *Rookwood* will give delivery in September, and the *Rushwood* next January.

Cargo steamer *Trun* (ex-Meyer Lissner, 10,740 dwt, 7,303 grt, 4,380 nrt, built 1943 by California Shipbuilding Corp)

(Continued on next page)

sold by the French Government to London Greeks for just over £100,000, with fairly prompt delivery Brest. She passed survey in July 1956.

Cargo steamer *Bonita* (ex-*Gordian*, ex-*Nerva*, ex-*Springbjorn*, ex-*Marsden*, 2,421 grt, 1,704 nrt, built Newcastle 1924 by Wood Skinner & Co Ltd) sold by Pan Norse S.S. Co S.A., Panama, to Hong Kong shipbreakers.

Motor vessel *Tai Yin* (7,034 grt, 3,796 nrt, built 1929 by Deutsche Werke A.G.) sold by Wilh. Wilhelmsen to Japanese shipbreakers for £20 15s per ton light displacement, with prompt delivery Japan. She was re-engined in 1951.

Motor tanker *Novice Le Maou* (9,970 grt, 6,038 nrt, built 1949 by Odense Staalskibsværft) sold by Cie. Navale des Petroles to French shipbreakers in a damaged condition.

Motor tanker *Diana M.* (551 dwt, 417 grt, 143 nrt, built

Elmshorn 1955 by D. W. Kremer & Sohn) sold by Reederei Ostermoor GmbH (Knorr & Burchard Nfl.), Hamburg, to Italian buyers for DM430,000 and renamed *Gary*.

Motor coaster *Sud-West* (610 dwt, 383 grt, 251 nrt, built Hamburg 1950 by J. J. Sietas) sold by Fritz Lunzmann, Hamburg, to Erich Fiedler, Hamburg-Kranz, and renamed *Inge Fiedler*. She was lengthened in 1954.

Motor coaster *Planet* (650 dwt, 400 grt, 260 nrt, built Hamburg 1951 by G. Renck Jr. K. G.) sold by Henry Gerdau, Hamburg, to Ernst Meinken, Hamburg, and renamed *Gesa Meinken*. She was lengthened in 1953.

Cargo steamer *Elena Parodi* (ex-*Elena Mare*, ex-*Margaret Brent*, 10,874 dwt, 7,183 grt, 4,347 nrt, built 1943 by Bethlehem-Fairfield Shipyard) sold by S.p.A. Emanuele V. Parodi, Genoa, to Polish buyers and renamed *Kopalnia Kazimierz*.

## London and Overseas Freighters

A REMARKABLE ACHIEVEMENT IN YEAR OF CONTINUED DEPRESSION

### Mr. Basil M. Mavroleon's Statement

THE 13th annual general meeting of London & Overseas Freighters Ltd was held on July 17 in London, Mr Basil M. Mavroleon (chairman and managing director) presiding. The following is an extract from his circulated review:

The passage of another year must have brought us closer to the improved freight markets which I am confident lie ahead, but the prospects for the immediate future are no brighter than they were at this time last year.

That our operating surplus has been halved is known to you, but the maintenance of this level of trading profits is little short of remarkable in the prevailing depression.

For many years we have enjoyed the security, stability and profitability of long-term charters with the major British oil companies. All but three of these fixtures have now expired and the charterers concerned were not able to offer any further employment for the tankers thus becoming free. Fortunately this state of affairs coincided with the entry into the chartering market of the Government of the U.S.S.R. They were seeking tonnage for worldwide trading on a period basis, and it thus became possible for us to secure three to four years employment for nine of our tankers. Moreover, the freight receivable under this arrangement is linked to the "going" market rate, thus not only is your company assured of a minimum income during the difficult time ahead, but it stands to benefit from any substantial improvement in tanker rates. These fixtures will contribute at least £3,000,000 annually to this country's invisible exports.

#### Dividend

The aggregate dividend on the ordinary shares—the restricted shares not ranking for dividend—is at the rate of 17½ per cent, in accordance with the intention expressed at this time last year. It is gratifying to be able to make this distribution without encroaching upon the accumulated profits of previous years.

#### Fleet and Building Programme

The fleet has remained unchanged throughout the year, but two of the five tankers on order referred to last year have been launched and should commence trading during the current financial year. Arrangements have been made to substitute two dry-cargo ships of 12,500 dwt

for the second 32,000-dwt tanker on order in Holland and your board is at present negotiating for the substitution of dry-cargo ships for the two remaining 34,000-dwt tankers on order in Sweden.

These changes are in accordance with the declared long-term policy of building up a mixed fleet of tankers and dry-cargo ships and will have the effect of placing the earning capacity of the fleet on a broader footing at any time when the tonnage competing for the carriage of oil proves to be greater than that for other cargoes.

#### Associated Companies

London and Overseas Tankers Ltd has also been affected by the depression in the tanker freight market, but earned an operating surplus of about £570,000. The two tankers belonging to this company are now trading on a similar basis to those of your company.

The first of the two 34,000-dwt tankers on order in Sweden is due to be launched this month and should be completed next February. The second tanker is due for delivery later in 1962 and will complete the present building programme.

London and Overseas Bulk Carriers Ltd has enjoyed a successful year's trading with its bulk carrier, making an operating surplus of some £280,000. Arrangements have been made to change the contract for the construction of a dry-cargo vessel in Germany to provide a 19,000-dwt tanker to fulfil a time charter which the company has acquired.

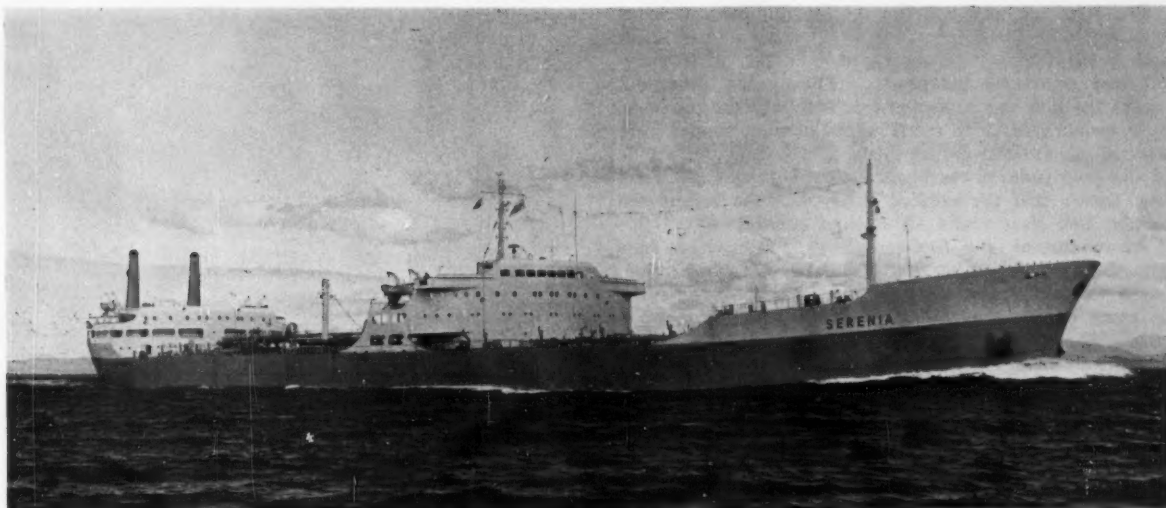
Austin & Pickersgill Ltd are now benefiting from their modernisation programme and are in a position to quote prices which are competitive with those of any other shipbuilding nation. For the time being profit margins are being reduced—in some cases forfeited entirely—in order to secure the flow of orders necessary to keep the yard in operation. The output of the yard during 1960 was the highest on the River Wear and the time required to build ships is being constantly reduced.

#### Directors

Mr W. E. Loveridge and Mr W. F. Pascoe, O.B.E., retired at the end of the financial year. Sir Gilmour Jenkins, K.C.B., K.B.E., M.C., and Brigadier E. J. Shearer, C.B., C.B.E., M.C., have been appointed directors in their place.

The report and accounts were adopted.





## Oil Tanker "Serenia"

SHELL 65,000-DWT CRUDE OIL CARRIER

THE FIRST of the 65,000-dwt oil tankers building in Great Britain for Shell Tankers Ltd, London, has entered service. This vessel, the *Serenia*, 66,790 dwt, has been built by Vickers-Armstrongs (Shipbuilders) Ltd, at their Naval Yard at Walker, near Newcastle-upon-Tyne, and is the largest vessel ever built on Tyneside—although a sister ship, the *Solen*, was launched last month at the Wallsend Yard of Swan, Hunter & Wigham Richardson Ltd. A third ship of the same size is under construction at Cammell Laird's yard at Birkenhead: she is the *Sepia* and is being built for Shell Tankers N.V., The Hague. The *Serenia* has been built at a cost of over £4 million. Although their building programme is now nearing completion, no new orders are being placed by Shell Tankers Ltd for the time being.

A striking feature of the new ship, apart from the twin funnels, is the colour scheme: She is the fifth vessel to be painted in the new Shell colours (SW, 15.3.61) and has an *eau de nil* hull with French-grey decks, white superstructure and twin yellow funnels, each bearing the red Shell emblem. Seen in the morning light against the background of the Scottish hills, the effect was most pleasing and a great improvement on the earlier Shell colour scheme.

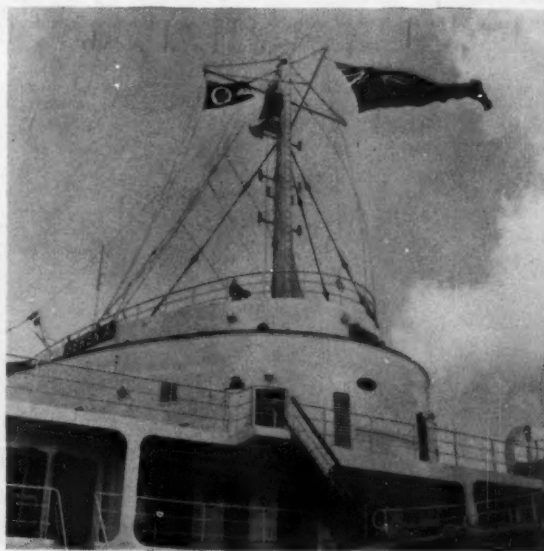
Once on board there were several other outstanding features noticeable. The mooring arrangements, for instance, are of the latest design with all the machinery at the bow and stern housed under cover. New, too, is the design of the fore-and-aft gangway which runs between the midships deckhouse and the after accommodation, giving better access on deck than earlier designs and improving the appearance of the ship. Also new is the system for gas freeing and ventilating the cargo oil tanks.

The propelling machinery comprises a set of geared turbines driving a single five-bladed propeller. The choice of steam conditions and the provision of the auxiliary drives, etc, was the subject of a paper read before the Institute of Marine Engineers on 14 February 1961, abstracts of which appeared in THE SHIPPING WORLD of 15 February. The layout of the engine room, which has been made as simple as possible, is excellent and all steam piping has been kept as short as possible. Standing on

the after deck with the ship sailing in light ballast condition there was practically no vibration, due largely to the increased aperture clearance and the five-bladed propeller.

The principal particulars of the *Serenia* are as follows:

Length o.a. ... ..	817ft 9in
Length b.p. ... ..	775ft
Breadth, moulded ... ..	112ft 6in
Depth, moulded ... ..	57ft 9in
Draught ... ..	42ft 10½in
Deadweight ... ..	66,790 tons
Gross tonnage ... ..	42,082 tons
Machinery output ... ..	22,000 shp
Service speed ... ..	16½ knots
Cargo tank capacity ... ..	2,969,000 cu ft



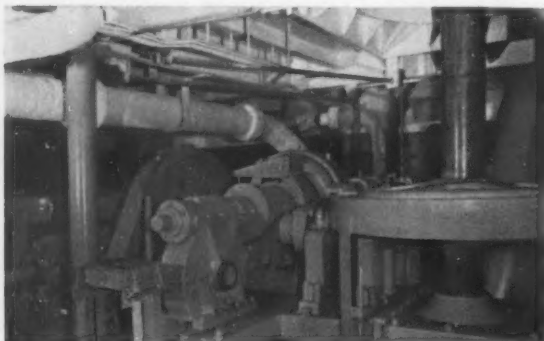
The rounded curves of the midship superstructure are clearly seen above

The ship has been built on the longitudinal system of framing, with twin continuous longitudinal bulkheads and a centreline wash bulkhead, and with vertically-stiffened transverse bulkheads. During the fitting-out period the hull was protected externally against corrosion by suspending MAPEL sacrificial magnesium anodes from selected points round the vessel. The height and profile of the twin funnels, combined with a high flue gas velocity, ensure that the exhaust gases from the boilers are carried well clear under all weather conditions.

As mentioned, the fore-and-aft gangway which runs between the midships house and the after accommodation, but is not continued along the fore deck, is of new design. In place of the conventional lattice type of framework consisting of slim supports—which are closely spaced, hinder movement on deck and add to maintenance work—steel plate of wider spaced arched construction is used. This type of gangway has the same strength as the latticed type, gives better access on deck, makes maintenance easier and enhances the appearance of the ship.

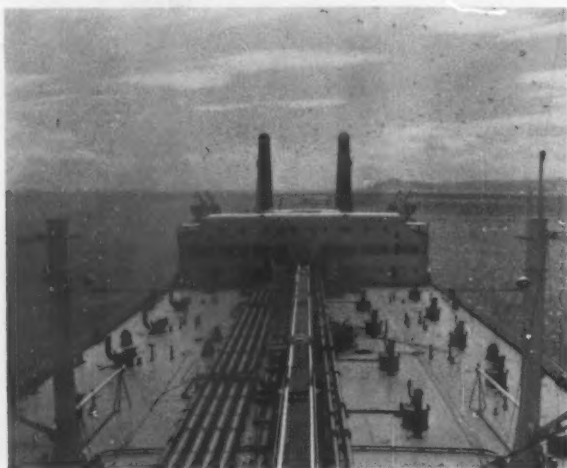
#### Mooring Arrangements

The mooring arrangements are also of the latest design. A turbine-driven cable lifter and two turbine-driven capstans are fitted at the forecastle with two more turbine-

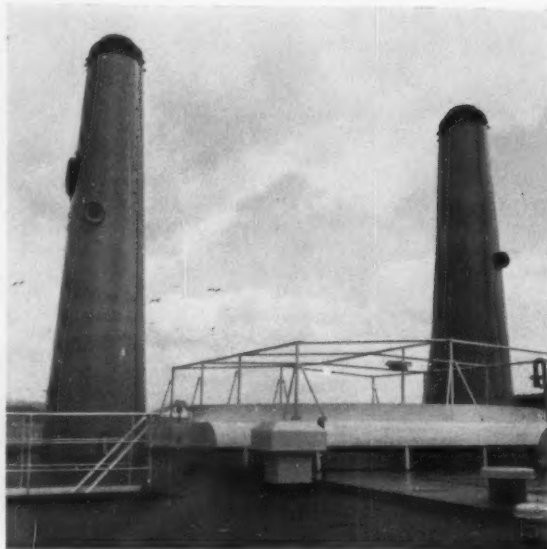


Clarke Chapman turbo drive for the anchor cable capstan gear

driven capstans on the poop. In addition, there are six semi-automatic self-tensioning winches—two on the boat deck aft, one on the main deck aft, one on the foredeck and two at the forecastle, and a steam winch on the main



Two views from amidships. The absence of cable lifter and capstan operating gear on the forecastle is noticeable



The twin funnels are a prominent feature of the "Serenia"

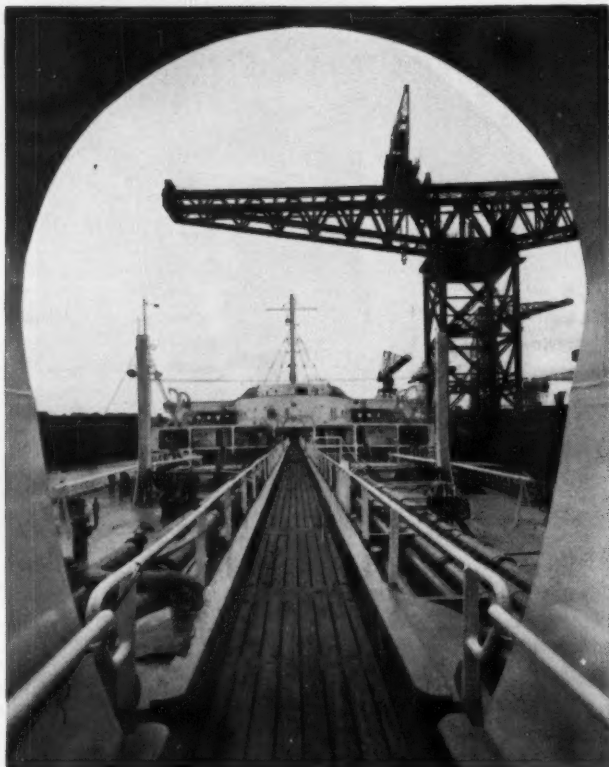
deck. It is noteworthy that all the machinery at the bow is housed inside the forecastle at main deck level and is thus protected from the weather. Similarly, the machinery for the poop capstans is housed in the steering flat.

The 3¼-in cable anchor capstan gear is driven by a Clarke Chapman 240-hp horizontally-mounted reversing steam turbine and each of the warping capstans by a 160-hp vertically-mounted turbine. The six totally-enclosed tensioning winches and a warping winch are also of Clarke Chapman manufacture and driven by reciprocating steam engines.

The sister ship *Sepia* has identical equipment on board, as will the third Shell tanker *Solen*. The mechanical portions of the three sets of capstan gears are jointly manufactured by Clarke Chapman and Emerson Walker. Wire ropes have been supplied by D. Morgan Rees & Sons Ltd, Cardiff.

The hull is subdivided as follows: forepeak and chain locker, deep tanks, fourteen sets of cargo and ballast compartments, pumproom and bunker tanks, machinery space with double bottom and after peak. A novel feature is the omission of both the forehold, very rarely used on a crude oil carrier, and the forward pumproom. The fuel in the forward deep bunker tanks is transferred by





s.s. "SERENIA" (66,790 d.w.t.) of the Shell tanker fleet.  
 Builders: Vickers-Armstrongs (Shipbuilders) Ltd.  
 Naval Yard, Walker, Newcastle-upon-Tyne.

# Largest tanker built in U.K.

s.s. "SERENIA"—the latest and largest addition to the Shell Tanker Fleet is now in service with the best of all protective coatings—those made by "International".

All the paints for this very fine tanker were supplied by "International"—and in addition to standard materials, the following special coatings were supplied—INTERTAR, Epoxide-based paint for the 29 tanks, tough and quick-drying EPISEAL Red Lead Primer (also Epoxide-based) and TROPEX extra strong antifouling on the hull below water. Painted to conform to Shell's new colour scheme, this vessel is just another example of "International's" ability to supply the perfect coating for every part of every type of vessel.

## Painted throughout with INTERNATIONAL MARINE PAINTS

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 CANADA VANCOUVER  
 DENMARK COPENHAGEN  
 FRANCE LE HAVRE  
 FRANCE ROUEN

GERMANY HAMBURG  
 HOLLAND ROTTERDAM  
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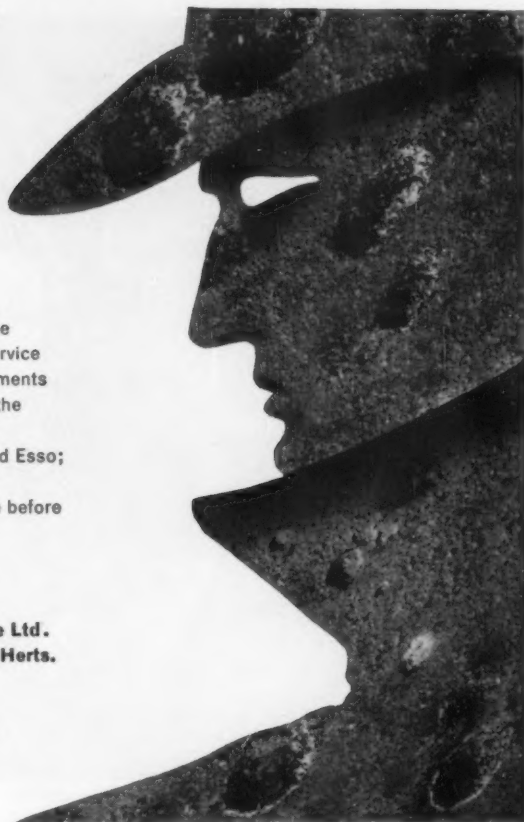
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**chosen for the "SERENIA"**

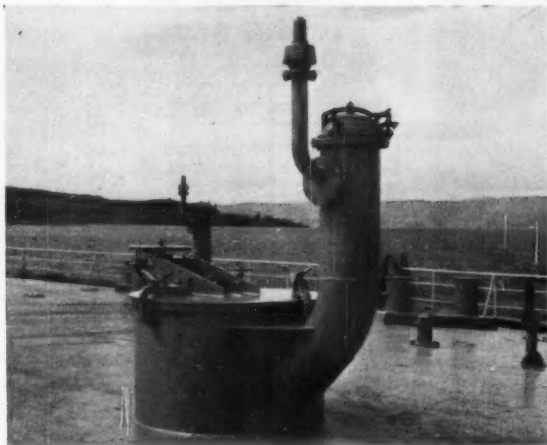
As authorised Frigidaire Distributors H. C. Trol Dahl Ltd. are specialists in marine refrigeration. For the "Serenia" they supplied and installed five special drinking water coolers and five of the wonderful range of Frigidaire domestic refrigerators. For advice on any aspect of marine refrigeration consult your Frigidaire distributor.

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means of four submerged Stothert & Pitt 40-tons capacity pumps, driven by electric motors fitted on the forward peak flat.

The cargo space is divided by transverse and twin

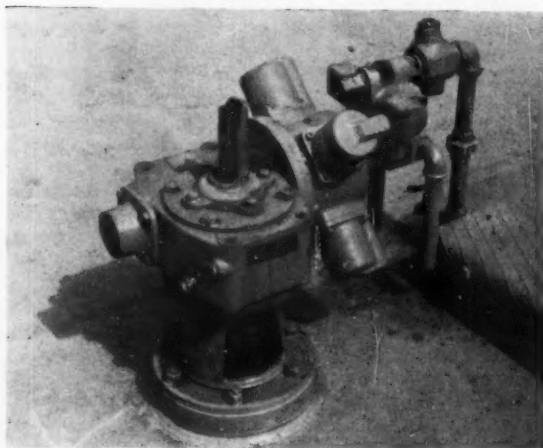


One of the oil cargo hatches showing the 14-in diameter gas outlet nozzle which extends to 6 ft above the deck

longitudinal bulkheads into 42 spaces. Of these, No 1 centre and No 1, 8, 9 and 10 wing tanks P & S are set aside for clean ballast only and will carry about 14,500 tons of sea water. The remainder of the tanks are designed to carry oil cargo, and their capacity is sufficient to enable the ship to load to tropical deadweight with a full cargo of crude oil of specific gravity 0.82.

Extensive use has been made of International Paints' Intertar coal tar epoxide composition in the cargo/ballast and permanent ballast tanks. The nine permanent ballast tanks have been coated throughout with two coats of Intertar, and 20 cargo/ballast tanks have been coated with this material on selected areas of the deckheads and the upper 5ft of the tanks. The use of Intertar on cargo/ballast tanks ensures that the areas which are not protected by cathodic protection when the tanks are in water ballast are not subject to corrosion from the heavily salt-laden moist atmosphere in the upper part of the tanks. Cathodic protection is by Wallace & Tiernan Ltd.

The superstructure is finished in Lagoline white and



The 16-in diameter centre tank cargo suction valves are operated by 3-hp Globe Pneumatic air motors

the decks have been primed with International Episeal red lead and finished with Interdex grey. The relatively quick drying, tough and abrasion resistant film provided by Episeal red lead makes this primer particularly suitable for use on steel decks. These paints and compositions have also been supplied by International Paints Ltd, London, as was the International Tropex anti-fouling paint used on the ship's bottom.

#### Cargo Pumping System

The cargo pumproom, adjacent to the machinery space, is of all-welded oiltight construction and is externally lit by 15 special mercury vapour lamps each of 250 watts in flameproof mountings, accessible only from the machinery space. They give an unusually high level of illumination at the cargo pumps.

Six Hayward Tyler turbo-driven vertical-spindle centrifugal pumps are mounted in the pump room. Four of these are for cargo and are rated at 1,900 water tons/hour against a pressure of 120 lb/sq in at the ship's rail. The



A large collector tank located below the main cargo valves prevents overspill on deck

other two are for clean ballast and are rated at 2,000 tons/hour against a head of 30 lb/sq in.

Both cargo and ballast pumps are driven by Brotherhood vertical single-stage geared turbines operating on desuperheated steam at a pressure of 525 lb/sq in at a temperature of 550 deg F and exhausting to an atmospheric condenser. The four cargo pump turbines each have a rating of 1,000 bhp running at 6,000 rpm, reduced to 1,200 rpm at the pump shaft. The two ballast pumps are each coupled to turbines with an output of 275 bhp at 7,500 rpm, geared down to 1,750 rpm at the pump shaft. All the turbines are arranged for pneumatic control from the deck and pumproom operating stations with pneumatic emergency shut down device.

Three duplex steam-driven reciprocating cargo stripping pumps, each rated at 200 water tons/hour, are also fitted in the cargo pumproom, together with a water-driven ballast stripping eductor rated at 150 tons/hour and powered by one of the main ballast pumps. The stripping pumps were supplied by J. P. Hall & Sons Ltd.

The main cargo piping system consists of four 18in o.d. spun cast iron pipelines running forward from the pumproom with 16in suction to the centre cargo tanks and 12in suction in the wing cargo tanks. These four lines serve respectively tanks Nos 2 to 4, 5 to 7, 8 to 11, and 12 to 14, and crossovers are provided to enable any

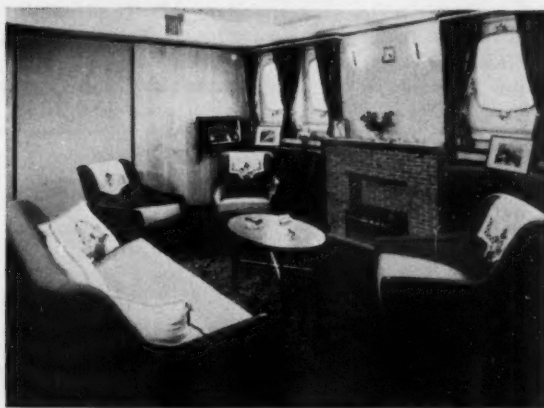




## ACCOMMODATION IN THE "SERENIA"

RIGHT: The dining saloon on the poop deck

BOTTOM LEFT: The PO's smokeroom on the poop deck and BOTTOM RIGHT the captain's dayroom. The accommodation is fully air-conditioned



cargo pump to draw from any tank. A separate stripping system comprising three cast iron lines of 10in and 8in diameter serves each of the cargo tanks.

An independent piping system is fitted for clean ballast and consists of a 14in main running the entire length of the cargo section with 10in suction in each of the permanent ballast tanks. Each cargo oil tank is provided with aluminium brass heating coils on a combined conical coil/grid system.

The 16in dia. suction valves of the centre cargo tanks are power operated, utilising an air motor mounted at deck level. The air motor is of the radial, four-cylinder type, developing 3 hp, and drives the extended spindle from the cargo valve by means of a worm reduction gear. These motors have been supplied by the Globe Pneumatic Engineering Co Ltd.

Mechanical washing apparatus is carried for cleaning out the cargo oil tanks. The machines are supplied with water from a centrifugal pump situated in the engine room, rated at 320 tons/hour against a head of 420ft and driven by a turbine operating on desuperheated steam at 460 lb/sq in. A salt water heater capable of raising the temperature of 1,000 galls/min of water from 50 deg to 180 deg F is also fitted in the engine room.

For gas freeing and for the ventilation of cargo tanks during tank washing, a rapid gas freeing system developed jointly by Shell and F. A. Hughes & Co Ltd, London, has been installed. Two turbine-driven fans are mounted in the centrecastle space. These fans, each rated at 14,000 cu ft/min at 50in W.G. and driven by 250 hp impulse type turbines, draw air from atmosphere and discharge into lines connected to the cargo oil piping

system and hence to the cargo tanks. The gas displaced from the tanks is discharged through a 14in diameter nozzle, terminating 6ft above deck, mounted on the hatch coaming of each tank. This ensures that any inflammable vapours are discharged upwards from the cargo tanks at high velocity to about 25-35ft above deck level before dispersal takes place.

### Accommodation

The accommodation is spacious and comfortable. The lounges and recreation rooms are equipped with radio, cinema projection equipment is built in, and a permanent swimming pool lined with tiles is fitted forward of the funnels on the casing top. The captain's suite, comprising office, dayroom, bedroom and bathroom, together with the owner's room, pilot's room and lounge are in the house on the upper bridge deck.

The entrance hall is striking, and contains a freestanding staircase of open design, curving upwards to the upper decks and branching at the top of each flight. The navigating officers' accommodation is situated on the bridge deck, together with the ship's office, deck apprentices', chief and second stewards' rooms and hospital. The chief engineer's suite, and the senior engineer officers' cabins are situated at the forward end of the boat deck aft. On the poop deck are the crew's messroom, which is on the cafeteria system, the officers' saloon, smoke-room and recreation room, and accommodation for the junior engineer officers, engineer apprentices, PO's and catering staff. The remainder of the crew are housed mainly in single-berth cabins on the upper deck with a large recreation room at the forward end of the house.

Brass-framed windows supplied by Bull's Metal & Marine Ltd, have been fitted throughout the accommodation.

Features of the accommodation are the extensive use of Formica-faced incombustible Marinite bulkheads throughout both officers' and crew's cabins and in the alleyways and public rooms. The latter also have contrasting panels lined with Vynide. Fluorescent lighting with Warm White tubes has been used throughout the accommodation and the decks are covered with linoleum or plastic tiles. The Marley Tile Co Ltd has supplied Marleyrail hand-rails for the staircases.

Accommodation throughout the vessel is provided with a system of air conditioning, mechanical ventilation and heating designed and installed by R. B. Stirling & Co Ltd, Glasgow. This is provided by three units, one on the upper bridge deck amidships and the other two on the port and starboard sides of the boat deck aft. The air conditioning units are served by two automatically controlled Freon refrigerating compressors, one of 60 hp is located in the machinery space and the other of 20 hp on the upper bridge deck amidships. This installation is described more fully on a later page.

Cooled drinking water for the officers and crew is provided by means of five Frigidaire drinking water coolers

distributed throughout the ship. Five Frigidaire domestic refrigerators have also been installed in the ship. These, and the drinking water coolers, were fitted by H. C. Troidahl Ltd, Frigidaire distributors in Northern England.

The *Serenia* has been fitted with a comprehensive range of Marconi Marine communication equipment and radio aids to navigation. This includes a Globespan transmitter and Atalanta receiver for medium and high frequency communication by radiotelegraphy or radiotelephony. A Reliance transmitter with an Alert guard receiver for emergency use and a Seaguard auto-alarm for operation during off-watch periods are incorporated in a single console unit. A Salvita portable transmitter/receiver is carried for use in lifeboats.

Aids to navigation include the Marconi Lodestar automatic D/F, Radiolocator IVB radar with true motion, Seagraph III echosounder with C.R.T. visual scale expander for shallow soundings, Decca Navigator and SAL log. Five Marconi type 2232A receivers are provided for reception of broadcast programmes in public rooms, fed from a single aerial through a Pantenna aerial distribution system which also provides an aerial point in each cabin.

Chadburn telegraphs with an electric repeater mounted outside the wheelhouse, port and starboard, have been installed.

## Main and Auxiliary Machinery

The *Serenia* is propelled by geared turbines, which have been built by Vickers-Armstrongs (Engineers) Ltd, driving a single five-bladed propeller of Nikalium bronze. The propulsion unit consists of one ahead HP turbine of PAME-TRADA design (double-casing all-impulse type with 12 single-row stages) and one ahead LP turbine (double-flow mixed impulse and reaction type, each flow consisting of five single-row impulse stages followed by five reaction stages with radial clearance blading). The gearing is of the double-helical double-reduction articulated type.

The operating conditions are 570 lb/sq in and 880 deg F, and the unit develops 22,000 shp at 108 rpm. The service speed of the *Serenia* is 16½ knots—on trials a means speed of 17.27 knots was attained. The fuel consumption figures have not been finally checked, but are

believed to be better than the designed figure of 0.525 lb/bhp-hr. The daily fuel consumption is about 115 tons.

For astern working there is one HP astern turbine with a two-row impulse wheel carried on an integral extension of the HP rotor, and one LP astern turbine with two single-row impulse stages forming an integral part of the LP ahead turbine rotor. When operating astern, the unit is designed to develop 50 per cent of the maximum ahead power (i.e. 11,000 shp).

The main condenser is of the Weir two-flow regenerative type, suspended from the LP turbine casing and also supported by springs. It is designed to maintain a vacuum of 28½ in Hg with a sea temperature of 75 deg F when the main engines are operating with no bled steam removal. The cooling surface is 15,100 sq ft. Circulating water for the main condenser is supplied by an axial-flow pump rated at 22,000 gall/min and driven by a steam turbine operating on superheated steam at full boiler pressure. The sea inlet to the main circulating pump has been arranged to reduce entry losses to a minimum, and at the same time losses at the overboard discharges have been reduced by fitting lips to the forward edges of the discharge orifices. This system, which is illustrated here, has proved very satisfactory.

There are two Weir electrically-driven vertical-spindle type extraction pumps, each of 160,000 lb/hr capacity, for dealing with the whole of the condensate from the main condenser. These discharge through the gland steam/air ejector condenser, and the distiller of an evaporator to the deaerator situated in the top of the machinery space. Two Weir main feed pumps are provided, each drawing from the deaerator and discharging to the main boiler economisers. These pumps are of the centrifugal, multi-stage, high-efficiency type, each capable of delivering 240,000 lb/hr at 740 lb/sq in, and are driven by turbines supplied with superheated steam at boiler pressure and exhausting at 15 lb/sq in to the LP steam range.

### Electricity Supply

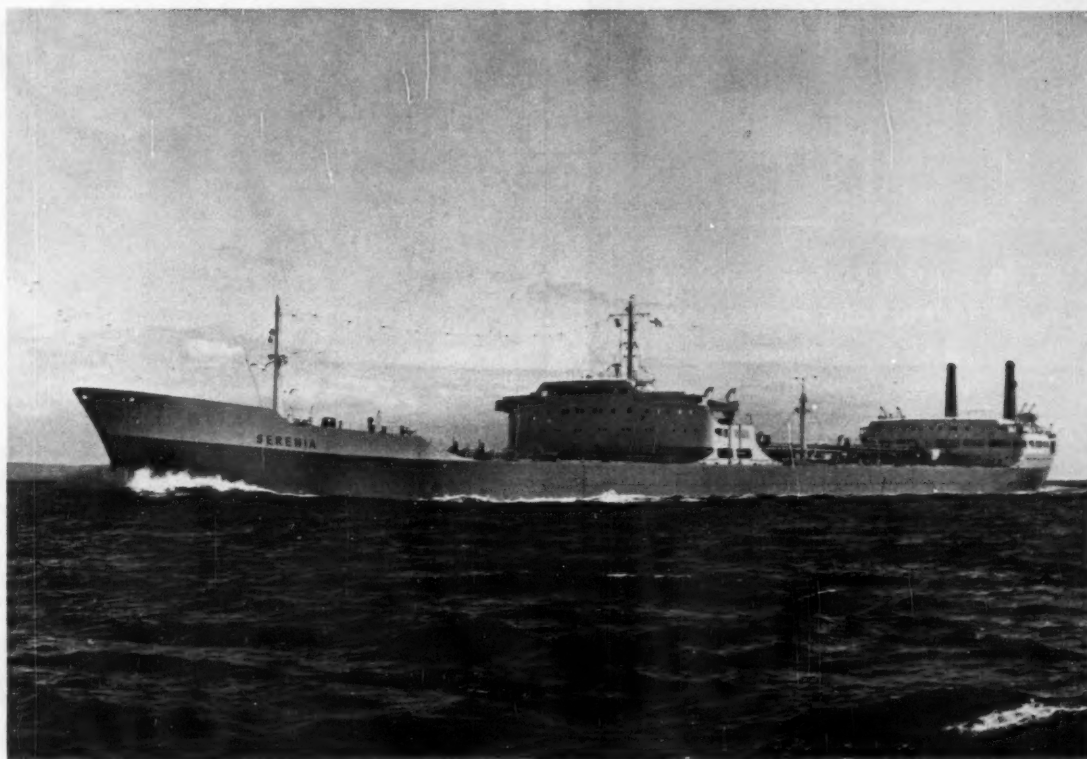
Electricity for power and lighting is supplied by two Allen 600-kW auxiliary turbo-alternator sets operating on



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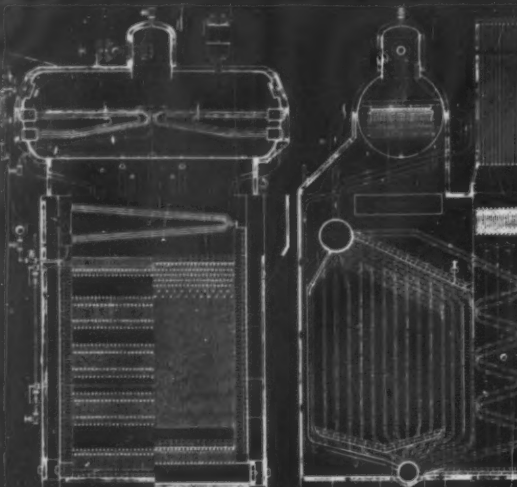
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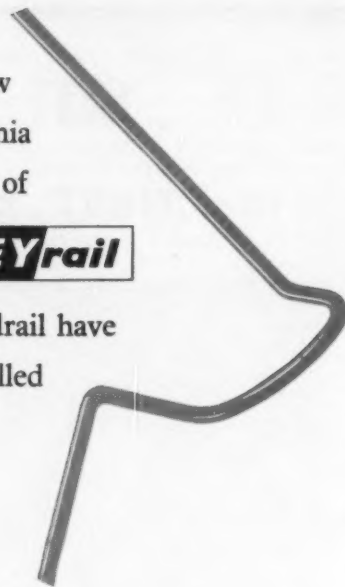
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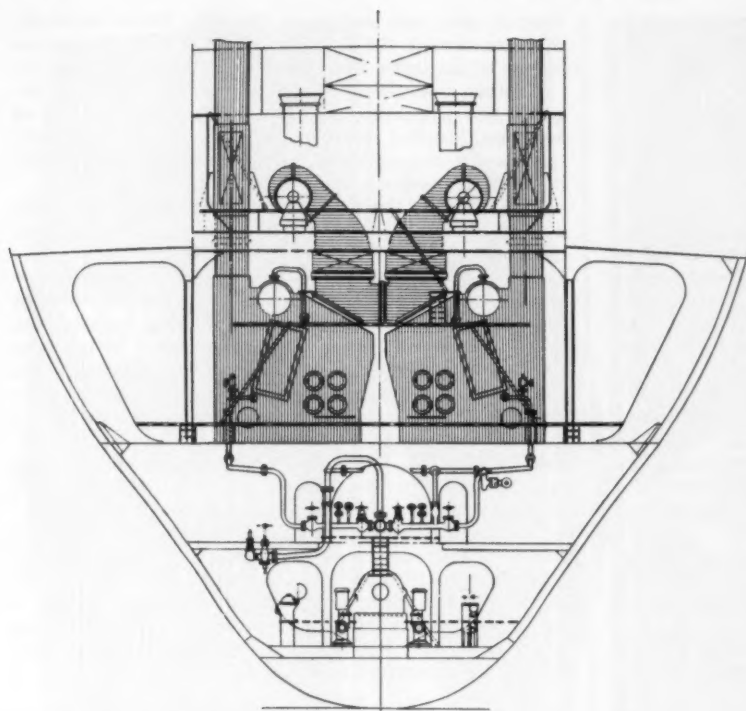


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superheated steam at boiler pressure. Each alternator is driven at 1,800 rpm through a single-reduction double-helical gear and is of the self-ventilated drip-proof salient-pole protected type. Main and pilot exciters are direct driven from the non-drive end of the alternator. The turbines driving the alternators are of the impulse type and exhaust at 15 lb/sq in to the low pressure steam range, and thus no condensers and associated equipment are required for these sets.

In addition, there is a diesel-driven alternator rated at 125 kW. This set is driven by a six-cylinder naturally-aspirated four-stroke National diesel engine direct coupled to the alternator, which is of the salient-pole drip-proof protected type. Both electrical and hand/hydraulic starting systems are provided. Special attention has been paid to the design of the switchboards and motor control gear. The control equipment for the larger electric motors is all incorporated in the main switchboard and arranged to provide easy access to all components for servicing.

#### Steam Generation

Steam is supplied by two Babcock & Wilcox selectable superheat marine-type watertube boilers, manufactured under licence by the engine builders, each fitted with a welded superheater, stud tube economiser, cast iron gilled tube economiser and steam air heater. The boilers are arranged for burning oil fuel with forced draught. The leading design particulars for each boiler are as follows:

Evaporation—normal	...	80,000 lb/hour
Evaporation—maximum	...	95,000 lb/hour
Steam pressure at superheater outlet	...	600 lb/sq in
Steam temperatures at superheater outlet	...	900 deg F
Feed temperature	...	240 deg F
Boiler tube heating surface	...	8,957 sq ft
Superheater heating surface	...	1,950 sq ft
Stud tube economiser heating surface	...	1,443 sq ft
Cast iron gilled tube economiser heating surface	...	5,645 sq ft

The oil burning equipment includes two electrically-driven horizontal screw-type pumps, each capable of discharging

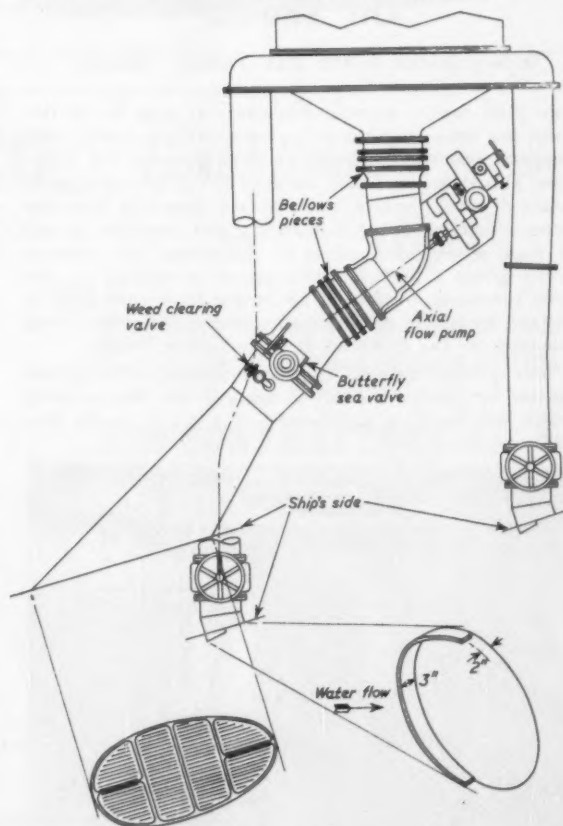
#### Machinery layout looking aft at the boilers

15,000 lb/hr of Bunker C fuel at 450 lb/sq in, and three steam fuel oil heaters, any two of which will heat 14,000 lb/hour of oil from 100 deg F to 300 deg F. The oil burners are designed for both pressure jet atomisation and steam assisted atomisation, and in practice give a turndown ratio exceeding 6:1. An automatic combustion control system for fuel and air supply has been installed and is located close to the manoeuvring console. Two electrically-driven Howden forced draught fans are mounted in the top of the machinery space, each capable of providing continuously 32,000 cu ft of air/minute against 19ft 9in W.G.

#### Boilers Transposed

The large beam of the *Serenia* has allowed transposition of the boilers from the conventional handing. This brings both fuel burner groups toward the centre of the firing floor and improves the weight distribution on the boiler flat. It also permits an exceptionally roomy layout on the boiler tops and allows the forced draught

fans to be installed side by side between the uptakes above the boilers. When starting from cold there is insufficient



The arrangement of the sea inlet in the "Serenia", shown above, reduces entry loss to a minimum

power available from the diesel alternator, and air is tapped from the ventilation fans to supply the necessary draught.

An external desuperheater with twin water sprays is fitted. Automatic control of output steam temperature is achieved by a thermostat which adjusts the quantity of spray water. An additional overriding thermostat shuts the system down should the output temperature exceed a safe figure. Failure of operating air also results in complete shut down. The cargo pumps and ballast pumps, described earlier, are supplied with desuperheated steam at boiler pressure, and the exhaust from the cargo pumps, deck and other auxiliaries is led to an auxiliary condenser. A departure from standard practice has been made with this unit in that monel metal U-tubes have been silver soldered into a monel metal tube plate, thus reducing considerably the risk of salt water contamination.

Two single-effect sea water evaporating and distilling plants are provided, each operating on exhaust steam at 10 lb/sq in. These units are designed to produce 3,500 and 5,500 lb/hr of distilled water respectively, and the distilling unit of the former is circulated by the condensate in the main boiler feed system.

Following successful trials in two smaller 7,500-shp installations, the stern tube is oil-lubricated to minimise the wear-down inevitably experienced in water-lubricated bearings on high power single-screw installations. A Simplex mechanical seal is fitted at the inner and outer ends of the stern tube and the shaft runs in a white metal bearing.

## Air Conditioning a Large Oil Tanker

Stirling System in the Shell Tanker "Serenia"

THE Shell tanker *Serenia*, described on page 65 of this issue, has been equipped with a system of air conditioning designed and installed by R. B. Stirling & Co Ltd, Glasgow. This system has been designed to the special requirements of Shell Tankers Ltd, and is a departure from the normal practice of air distribution and employs, instead of high pressure air outlets in the rooms, low pressure grilles giving a more effective spread of cooling air and quiet operation. Control of air output from each grille is effected by means of a manually-operated Teleflex fitting mounted on the bulkhead at a convenient height.

This system is designed to produce cooling in the highest outside air conditions likely to apply in the Persian Gulf, which will result in a reduction of 6 deg F in the dry-

Simplex stern tube sealing, by Deutsche Werft, Hamburg, was also used in the *Canberra* (SW, 31.5.61). It prevents ingress of sea water and loss of stern tube lubricating oil.

Another innovation is an electric lift, designed for goods and passengers and capable of lifting one ton at 50ft/min, installed at the forward end of the machinery space and operating between the control platform and the three accommodation deck levels.

In addition to the normal fire extinguishing equipment, a foam firefighting system has been installed to protect the boiler room, main cargo pump room and deck. The boiler room and pump room are fitted with foam-makers and spreaders, while the main deck foam line is fitted with four fixed foam-making and five portable foam-making branch connections. It is put into operation by releasing CO<sub>2</sub> gas from high pressure cylinders into a foam-making storage tank which is pressurised to 100 lb/sq in. The foam compound is forced through mains and distributed through foam makers and spreaders, branches or monitors, as required. No water is required for its operation and the system is thus entirely self-contained. Pipework has been supplied by Law Bros & Co.

Due to the depth of the ship and the absence of a forward pump room, it was necessary to fit the emergency fire pump in the fore peak, which is a void tank. In order that this pump may operate when submerged, a hydraulic drive is used, powered by a hydraulic pump which is, in turn, belt driven by the diesel air compressor unit in the forecabin.

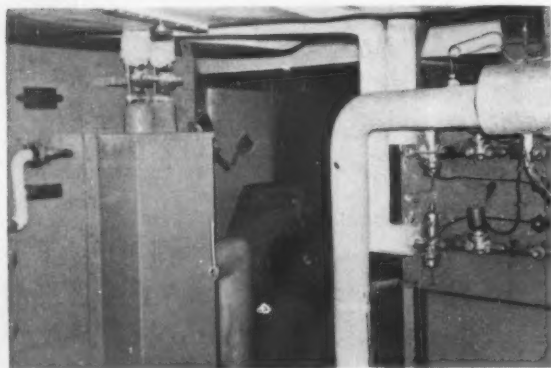
bulb temperature, 14 deg F reduction in the wet-bulb temperature (which corresponds to a reduction of approximately 30 per cent relative humidity), and the consequent realisation of a state of effective temperature in the rooms at least 10 deg below the outside air E.T. to establish conditions of comfort.

To achieve this objective three air conditioning units have been provided to work in association with two refrigeration sets supplied and installed by the Lightfoot Refrigeration Co Ltd. This machinery is of the direct-expansion Freon type, one machine having a capacity of 18.75 tons refrigeration to serve the midship unit, and the other machine having a capacity of 56.25 tons refrigeration to serve the two after units.

The air conditioning units are of special design, and incorporate a bypass to permit ventilation separate from the means for cooling and heating; thus catering for three separate operations according to climatic conditions. In cold weather, the system supplies heated and humidified air to the same spaces to maintain room conditions of 70 deg F and up to 50 per cent relative humidity when the outside air conditions are in the order of 30 deg F and 75 per cent relative humidity.

A system of mechanical supply ventilation and heating by means of two air-heat units having a total of 5.5 motor hp is provided for the non-air conditioned spaces in the accommodation; and other spaces such as the galley, laundry, butcher's shop, store rooms, capstan and steering gear compartments aft, and the tonnage space and store rooms amidships are supplied with atmospheric air by two supply fans and the associated trunking, the fans having a total of 7.5 motor hp.

Air distribution is achieved by the use of a combination of Stirvent air projectors and grids, according to the nature of the spaces. A system of mechanical exhaust ventilation is provided for the galley, pantries, laundry and laundrettes, private toilets, inner communal toilets and wash-places, change rooms, and drying rooms, using four exhaust fans with their associated trunking and grids, these fans having a total of 6 motor hp.



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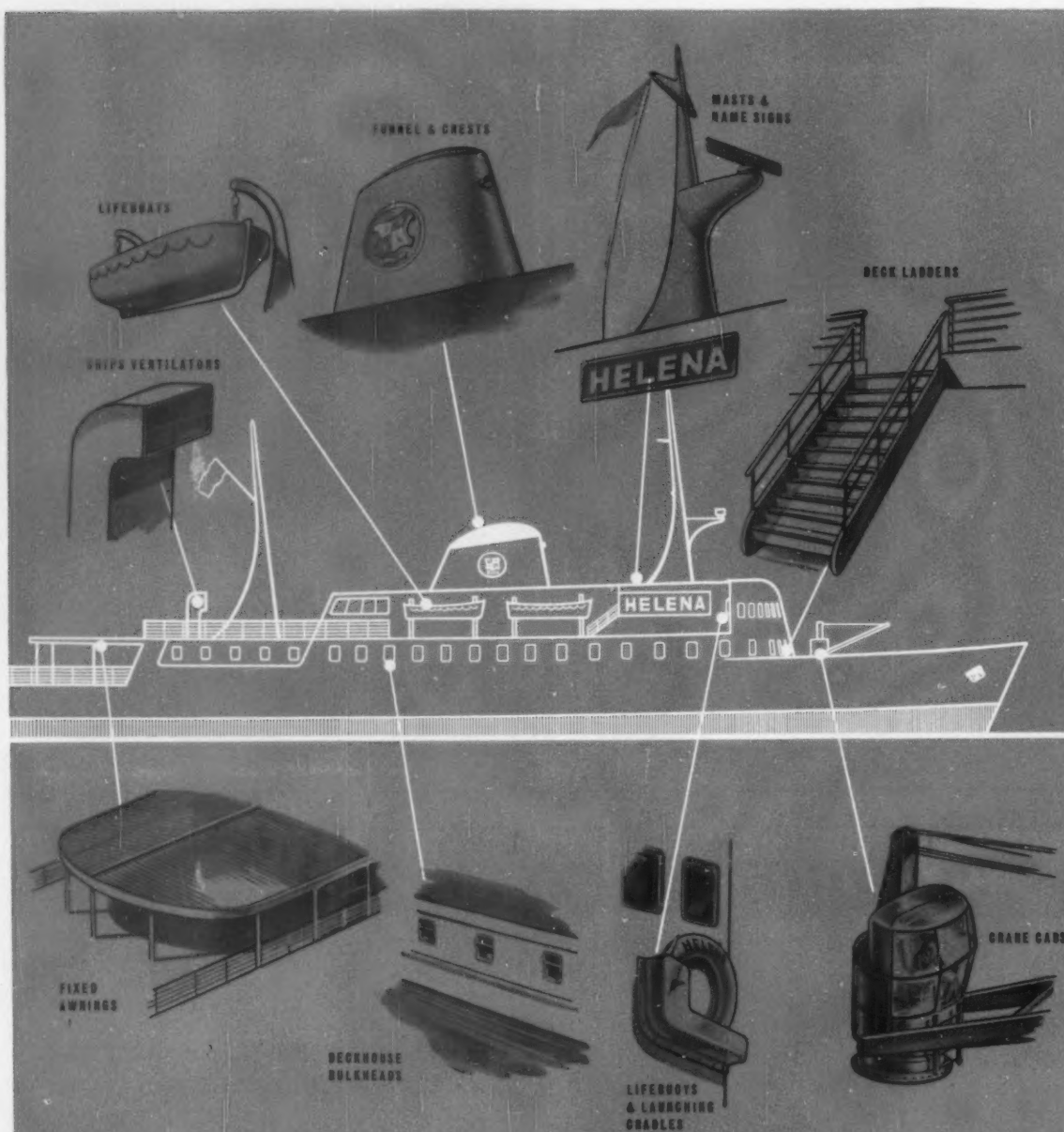
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## Oil Topics

### ANALYSIS OF TANKER TONNAGE

THE LATEST to be published of the six-monthly analyses of world tanker tonnage prepared by Davies & Newman Ltd covers the first half of this year. It shows that the world tanker tonnage total has increased during the past six months by about 815,000 dwt, the smallest net increase for over ten years. The total now stands at 67,745,801 dwt. During the half-year under review, 55 new vessels of 7,000 dwt and over were launched, totalling about 1,962,000 dwt. Thirty-seven of these vessels were of 30,000 dwt or greater, and the average deadweight of all tankers launched was approximately 35,675 tons. The sale of tankers for breaking up has continued at a fair rate so far this year, and 82 vessels totalling about 1,022,000 tons (including 11 T2's) have been sold. In addition, a further 15 vessels of about 255,000 dwt (including five T2's) have been sold for conversion.

### Largest Increase in Norway

THE LARGEST INCREASE has taken place in the Norwegian fleet, this having risen during the past half-year by about 265,000 dwt, while the Japanese fleet has increased by about 241,000 dwt. Greek flag tonnage is up by about 123,000 dwt, while the Dutch fleet has increased by almost 100,000 dwt. The French and Italian totals have increased by about 65,000 tons and 80,000 tons respec-

tively, whereas the British total is up by only about 18,000 tons, due to the sale for scrapping or conversion of some 428,000 dwt since January last. The following reductions can also be seen: Panamanian—about 184,000 tons, Liberian—about 150,000 tons, Swedish—about 65,000 tons, and Danish—about 34,000 tons. One result of scrapping and conversion has been a further net reduction of some 83 in the number of vessels under 20,000 dwt. Prewar tonnage now forms 3.5 per cent of the world total deadweight, warbuilt tonnage 12.7 per cent, tonnage built between 1946 and 1955 (inclusive) 33.2 per cent, and tonnage built between 1956 and 1961 (inclusive) 50.6 per cent. The corresponding percentages for the four largest fleets are as follows:—

	Prewar	Warbuilt	1946-1955	1956-1961
Liberian ...	1.5	7.8	28.9	61.8
British ...	2.1	7.5	38.3	52.1
Norwegian ...	2.7	3.0	47.5	46.8
U.S.A. ...	3.1	52.3	17.6	27.0

The total of newbuilding contracts is almost unchanged since the last report, and now stands at just under 13,600,000 dwt. The tonnage launched since January last has been almost equalled by new contracts placed during the earlier part of the year, and by many large increases in the size of vessels already on order. Of the 308 vessels still on order, 30 are in the 18,000/19,999-dwt class, 47 are of 30,000/39,999 dwt, and 200 of 40,000 dwt or larger. Swedish yards now have 17.4 per cent of the total orders, Japanese yards 17.3 per cent, British 14.6 per cent and German 14.4 per cent.

### TANKER TONNAGE ON ORDER

(Figures shown are tons deadweight)

Flag	Country of Build											Totals
	Sweden	Japan	Gt. Britain	Germany	Norway	France	Holland	Denmark	U.S.A.	Italy	Elsewhere	
Norwegian ...	1,115,000	—	134,000	474,000	1,283,500	192,000	—	220,000	—	—	—	3,418,500
British ...	542,250	193,500	1,793,500	538,500	—	122,600	175,500	—	—	—	—	3,365,850
Japanese ...	—	825,500	—	—	—	—	—	—	—	—	—	825,500
Swedish ...	377,000	—	—	—	—	226,800	—	—	—	—	—	603,800
French ...	—	—	—	—	—	472,500	—	—	—	—	—	472,500
American ...	—	—	—	—	—	—	—	—	476,000	—	—	476,000
German ...	—	—	—	411,000	—	—	—	—	—	—	—	411,000
Danish ...	—	19,500	—	—	—	—	—	181,750	—	—	—	201,250
Italian ...	—	—	—	—	—	—	—	—	—	178,000	—	178,000
Dutch ...	—	—	—	—	—	—	130,500	—	—	—	—	130,500
Other Flags ...	337,000	1,320,500	64,200	527,000	—	121,500	416,500	308,000	—	26,000	399,000	3,519,700
	2,371,250	2,359,000	1,991,700	1,950,500	1,283,500	1,135,400	722,500	709,750	467,000	204,000	399,000	13,593,600

### WORLD TANKER TONNAGE

(including Whale Oil Factories)

Flag	Country of Build						Prior to 1940	1940-1945	1946-1950	1951-1955	1956-1960	1961-	Totals	Grand Total	
LIBERIAN ...	...	...	...	...	...	...	Steam	65,934	862,274	727,707	2,340,009	6,195,850	468,591	10,660,365	11,501,997
							Diesel	103,475	33,866	52,697	210,269	368,325	73,000	841,632	
BRITISH ...	...	...	...	...	...	...	Steam	82,171	627,880	321,011	1,433,211	3,647,185	978,066	7,089,524	11,012,620
							Diesel	148,615	196,789	723,174	1,745,676	837,475	271,375	3,923,104	
NORWEGIAN ...	...	...	...	...	...	...	Steam	44,220	115,144	3,545	191,682	1,156,927	258,219	1,769,727	10,377,851
							Diesel	234,189	194,545	1,259,298	3,474,651	2,916,238	529,193	8,608,114	
U.S.A. ...	...	...	...	...	...	...	Steam	158,342	3,558,777	323,731	892,843	1,729,968	150,884	6,814,545	6,999,915
							Diesel	55,833	106,404	8,355	7,425	7,353	—	185,370	
PANAMANIAN ...	...	...	...	...	...	...	Steam	78,497	631,471	529,110	349,226	1,336,362	92,775	3,017,441	3,482,415
							Diesel	45,293	58,548	57,701	213,491	89,941	—	464,974	
FRENCH ...	...	...	...	...	...	...	Steam	14,332	204,166	52,575	444,344	763,910	207,618	1,686,945	3,227,018
							Diesel	51,546	67,517	170,905	578,852	618,173	53,080	1,540,073	
ITALIAN ...	...	...	...	...	...	...	Steam	3,855	413,181	989	312,622	818,409	401,827	1,950,883	2,951,062
							Diesel	186,640	93,026	84,889	470,997	122,957	41,670	1,000,179	
JAPANESE ...	...	...	...	...	...	...	Steam	22,921	151,309	67,471	323,098	685,452	48,019	1,298,270	2,798,279
							Diesel	74,315	65,809	85,566	277,487	754,142	242,690	1,500,009	
SWEDISH ...	...	...	...	...	...	...	Steam	—	—	—	26,355	167,433	49,400	243,188	2,535,334
							Diesel	49,956	87,723	136,421	806,731	1,110,465	100,850	2,292,146	
GREEK ...	...	...	...	...	...	...	Steam	44,992	219,096	—	215,493	1,340,179	—	1,819,760	2,220,963
							Diesel	52,084	18,576	48,379	126,460	131,004	24,700	401,203	
DUTCH ...	...	...	...	...	...	...	Steam	3,159	116,385	—	344,840	789,610	262,237	1,516,231	2,109,389
							Diesel	12,248	40,169	74,646	190,073	257,932	18,090	593,158	
DANISH ...	...	...	...	...	...	...	Steam	—	—	—	—	109,545	39,000	148,545	1,378,051
							Diesel	17,585	31,025	49,670	471,956	657,920	1,350	1,229,506	
OTHER FLAGS ...	...	...	...	...	...	...	Steam	397,636	342,773	200,716	348,921	1,430,063	269,700	2,989,809	7,150,899
							Diesel	421,831	368,841	463,468	1,284,129	1,374,461	248,360	4,161,090	
TOTALS ...	...	...	...	...	...	...	Steam	916,059	7,242,456	2,226,855	7,222,644	20,170,893	3,226,336	41,005,243	—
							Diesel	1,453,610	1,263,838	3,215,169	9,858,197	9,246,386	1,604,358	26,740,558	
Grand Totals for each period	...	...	...	...	...	...	...	2,369,669	8,605,294	5,442,024	17,080,841	29,417,279	4,830,694	—	67,745,801



**COUNTRY OF BUILD**

[illegible]

**Great Britain and Northern  
Ireland**

Types	UNDER CONSTRUCTION						Total Under Construction						PREPARING Plans Approved or Modified						TOTAL UNDER CONSTRUCTION AND PREPARING						PROGRESS DURING QUARTER						Completed						
	Material Being Worked on			Fitting Out			No.			Tons Gross			No.			Tons Gross			No.			Tons Gross			No.			Tons Gross				No.			Tons Gross		
	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross	No.	Tons	Gross							
Passenger	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Passenger/Cargo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Cargo Liner	36	327,784	21	55,000	57	55,000	24	225,280	81	750,400	17	160,580	18	168,874	15	119,482	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Cargo Tanker	6	50,500	8	39,493	14	110,093	5	44,500	19	154,593	1	9,650	6	42,893	2	17,077	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Oil Tanker	21	516,825	11	286,318	40	781,963	18	363,540	58	1,466,503	7	143,145	6	106,925	2	83,222	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Collier	3	45,360	2	26,260	5	71,820	1	18,500	6	90,320	1	13,060	1	10,760	2	23,932	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Collier/Cargo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Coaster	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Miscellaneous	67	41,993	47	25,276	114	67,269	35	13,100	150	17,828	30	13,102	37	3,660	34	27,498	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Totals	145	990,658	96	623,404	241	1,614,052	91	670,992	332	2,285,054	57	341,092	72	375,353	64	341,918	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		

# Lloyd's Register Shipbuilding Returns

MERCHANT SHIPS UNDER CONSTRUCTION AT THE END OF JUNE 1961

STATISTICS compiled by Lloyd's Register of Shipping show that merchant ships of 100 grt and over under construction in Great Britain and Northern Ireland at the end of June totalled 241 ships of 1,614,062 grt, an increase of 3,415 tons compared with the previous quarter; the highest postwar figure was 2,345,408 tons at the end of 1957. The total comprises 96 ships of 623,404 tons fitting out afloat, and 145 of 990,658 tons still to be launched. During the second quarter of 1961, 57 ships of 341,092 tons were begun; 72 of 375,353 tons were launched; and 64 of 341,918 tons were completed in Great Britain and Northern Ireland. Tonnage for which plans have been approved or material ordered, but which have not been started, held fairly steady throughout last year, but a fall of 127,379 tons during the first quarter of this year has been followed by a further decrease of 145,088 tons during the second quarter. The present figure of 670,992 tons is the lowest since 1946. Tonnage under construction in Great Britain and Northern Ireland for registration abroad at the end of June amounted to 38 ships of 310,260 tons, and represents 19.2 per cent of the total tonnage being built in this country. There has been a sudden increase in the tonnage being built abroad for Great Britain and Northern Ireland from 457,080 tons to 693,471 tons. This is the highest figure on record and makes Britain the largest importer of tonnage now under

construction in the world. The total includes eleven ships of 188,440 tons being built in West Germany, seven of 187,600 tons in Sweden and nine of 124,731 tons in the Netherlands. Tankers total 40 ships of 782,963 grt which is 61,042 tons more than the previous quarter, and represents 48.5 per cent of the total tonnage under construction.

## Tonnage Building Abroad

Ships under construction at the end of June totalled 1,259 of 7,184,421 grt; an increase of 69,207 tons since the previous quarter. As was then the case, no returns are available for China, East Germany and Russia. After falling steadily from a peak figure of 7,906,658 tons in 1958, to 6,972,894 tons at the end of 1960, there has been an increase of 211,527 tons in tonnage under construction abroad during the first half of this year. Totals for the leading countries-abroad, as compared with the previous quarter are:

	Tons		Tons
Japan	1,023,911 (-1,179)	Poland	262,326 (-22,240)
Germany (W)	864,262 (+27,236)	Yugoslavia	247,604 (-15,333)
Sweden	832,131 (+2,075)	Denmark	246,805 (-9,235)
Netherlands	654,562 (+57,215)	Belgium	163,433 (+36,903)
France	591,859 (-17,419)	Finland	104,399 (+21,030)
U.S.A.	591,534 (+86,299)	Canada	92,410 (-1,720)
Italy	569,254 (-28,912)	India	56,937 (+3,412)
Norway	413,774 (-30,044)	Australia	47,075 (-12,363)
Spain	269,775 (-26,239)		

Tonnage intended for registration elsewhere than in the country of build shows an increase of 132,981 tons to a present figure of 3,111,353 tons (43.3 per cent of the total under construction abroad), including 693,471 tons for Great Britain and Northern Ireland, 523,610 tons for Norway, and 428,412 tons for Liberia.

## Merchant Ships Under Construction in the World

(Excluding ships of less than 100 tons gross)

Country of Build	Steamships		Motorships		Total		Percentage of World Tonnage
	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross	
British							
Commonwealth:							
Great Britain and N. Ireland	38	770,346	203	835,716	241	1,614,062	18.35
Australia	1	21,000	10	26,075	11	47,075	
Canada:							
Coast	3	43,000	11	30,210	18	92,410	2.34
Great Lakes	—	—	4	19,200	4	19,200	
India	2	662	10	56,275	12	56,937	
Other Commonwealth Countries	—	—	11	9,335	11	9,335	
Argentina	1	110	5	23,000	6	23,110	0.26
Belgium	3	85,063	10	78,370	13	163,433	1.86
Brazil	1	7,500	8	24,450	9	31,950	0.36
China (Nationalist)	—	—	2	4,800	2	4,800	0.05
Denmark	5	117,640	26	129,165	31	246,805	2.81
Egypt (U.A.R.)	—	—	1	1,970	1	1,970	0.01
Finland	—	—	36	104,399	36	104,399	1.19
France	7	213,700	70	378,159	77	591,859	6.73
Germany (West)	14	355,040	174	509,222	188	864,262	9.82
Greece	—	—	5	17,393	5	17,393	0.20
Hungary	—	—	3	3,900	3	3,900	0.04
Indonesia	—	—	15	3,660	15	3,660	0.04
Irish Republic	—	—	3	15,920	3	15,920	0.18
Israel	—	—	1	200	1	200	0.00
Italy	11	288,660	46	280,594	57	569,254	6.47
Japan	6	144,582	164	879,329	170	1,023,911	11.64
Mexico	—	—	1	500	1	500	0.01
Netherlands	7	248,850	120	405,712	127	654,562	7.44
Norway	1	18,500	76	395,274	77	413,774	4.70
Philippines	—	—	1	1,750	1	1,750	0.02
Poland	4	30,580	60	231,746	64	262,326	2.98
Portugal	2	23,560	9	7,930	12	31,790	0.36
Angola	—	—	1	300	1	300	0.00
South Africa	—	—	1	170	1	170	0.00
Spain	10	59,641	113	210,134	123	269,775	3.07
Sweden	11	331,760	59	500,371	70	832,131	9.46
Turkey	3	1,500	9	3,992	12	5,542	0.06
U.S. of America:							
Atlantic Coast	23	384,370	9	4,893	32	389,263	4.42
Gulf Ports	7	79,926	6	1,520	13	81,446	0.91
Pacific Coast	10	117,400	1	120	11	117,520	1.34
Great Lakes	—	—	4	3,305	4	3,305	0.00
Uruguay	—	—	1	380	1	380	0.00
Yugoslavia	2	40,000	39	207,604	41	247,604	2.82
World Total*	172	3,391,440	1,328	5,407,043	1,500	8,798,483	100.00

\* Returns are not available for China, East Germany and Russia.

## Oil Tankers Under Construction

Country of Build	Steam		Motor		Total	
	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross
Great Britain and Northern Ireland	25	690,706	15	92,257	40	782,963
Other British Commonwealth Countries	2	30,500	1	5,050	3	35,550
Argentina	—	—	1	1,500	1	1,500
Belgium	2	61,300	—	—	2	61,300
China (Nationalist)	—	—	2	4,800	2	4,800
Denmark	4	108,640	3	60,000	7	168,640
Finland	—	—	6	18,220	6	18,220
France	4	133,400	5	98,150	9	231,550
Germany (West)	8	293,000	22	14,634	30	307,634
Greece	—	—	2	16,478	2	16,478
Italy	6	155,500	5	24,199	11	179,699
Japan	3	81,882	46	325,140	49	407,022
Netherlands	6	218,850	3	37,849	9	256,699
Norway	1	18,500	14	163,079	15	181,579
Poland	—	—	10	59,098	10	59,098
Portugal	2	23,560	—	—	2	23,560
Spain	2	43,700	8	62,386	10	106,086
Sweden	10	327,760	12	200,935	22	528,695
Turkey	—	—	2	880	2	880
U.S. of America	5	184,550	1	100	6	184,650
Yugoslavia	2	40,000	3	4,550	5	44,550
World Total	82	2,411,848	161	1,189,305	243	3,601,153

## Ships Begun, Launched and Completed

Country of Build	Begun		Launched		Completed	
	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross
Great Britain and Northern Ireland	57	341,092	72	375,353	64	341,918
Other British Commonwealth Countries	14	53,905	14	71,501	10	65,932
Argentina	1	1,500	—	—	1	1,500
Belgium	2	46,700	2	45,400	5	8,728
Brazil	—	—	—	—	1	1,213
Denmark	4	12,740	11	40,509	7	22,726
Finland	14	33,127	8	20,028	6	12,276
France	15	93,055	17	65,813	13	111,195
Germany (West)	73	292,945	67	292,850	70	250,424
Hungary	1	1,300	1	1,300	—	—
Indonesia	4	740	1	198	2	442
Irish Republic	—	—	1	560	—	—
Italy	8	50,860	9	98,057	7	77,997
Japan	168	405,576	139	384,670	137	407,845
Netherlands	49	187,733	30	81,967	51	140,173
Norway	25	81,435	25	78,340	28	118,399
Poland	10	29,137	15	54,977	14	52,000
Portugal	1	800	6	5,330	2	1,208
South Africa	—	—	1	170	—	—
Spain	37	37,018	27	52,754	30	53,566
Sweden	17	204,240	19	193,845	21	204,776
Turkey	—	—	—	—	1	147
U.S. of America	13	136,200	16	56,560	13	54,190
Uruguay	1	380	—	—	—	—
Yugoslavia	4	19,100	5	29,734	5	36,957
World Totals	518	2,029,583	486	1,949,916	488	1,963,612

## NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B × D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Clients of Phoebe Ship Agency	1	Cargo	13,000	—	1962	15	Diesel	6,300	Gotaverken	Burntisland S. B. Co
Persian Gulf owners	2	Tugs	—	75	—	—	Diesel	480	Lister & Blackstone	Richard Dunston, Thorne
Thames owners	4	Swim barges	220	—	—	—	NIL	—	—	
Suez Canal Authority	1	Suction dredger	—	328 × 49.25	—	—	NIL	—	—	Simons-Lobnitz
Thos. & Jno. Brocklebank	1	Cargo	10,000	—	1963	16.5	7-cyl Sulzer diesel	—	Shipbuilders	Alex. Stephen & Sons
Esso Petroleum Co	1	Tanker	1,550	—	—	—	Diesel	930	English Electric	Jos. R. Thompson & Sons
Tore Ulf A/B, Stockholm	1	Bulk carrier	22,000	538 × 73 × 45	1962	15 (T)	6-cyl G.V. diesel	7,500	N.E. Marine	Sir Jas. Laing & Sons
—	1	Collier	—	—	1962	—	Diesel	—	—	Austin & Pickersgill
—	2	Yachts	—	—	1962	—	Diesel	—	—	
Overseas Yards										
U.S.S.R.	13	Cargo	2,000	341	1961/—	10.6	Two diesels	1,050	Skoda	"Gabor Steiner" Shipyard, Komarno, Czechoslovakia
N.V. Bureau Wijsmuller	2	Ocean tugs	—	(171) × 35 × 17	1962	—	Diesel	—	—	(1) L. Smit & Sons
Soc. Federal pour la Navigation Maritime, Alexandria	1	Pilgrim ship	(5,000)	—	1962	16	Diesel	—	—	(1) Jonker & Stans Deutsche Werft

## LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
<b>Yards in Great Britain and Northern Ireland</b>										
July 15	Port of London Authority	Humphrey Morris	Cutter	(130)	(97.42) × 21 × 9.5(7.5)	—	5-cyl diesel	655	Ruston & Hornsby	James Pollock Sons & Co
July 20	J. Mathers	Shoanna	Yacht	(66)	72 × 15 × (5.5)	—	Tw.-scr. diesel	—	Daimler-Mattheway	John I. Thornycroft
<b>Overseas Yards</b>										
June —	Hamburg-Amerika Linie	Nurnberg (955)	Cargo	11,000 (9,360)	475.75 × 63 × 40(30.25)	18.75	8-cyl M.A.N. diesel	10,800	Shipbuilders	Howaldtswerke
June 9	Reederei Heinrich Witt	Helger Witt (531)	Cargo	6,000	344.5(379) × 52.5 × 29.9	15.5	7-cyl Fiat diesel	4,000	Borsig A.G.	Lubecker Flender-Werke
June 10	E. B. Aaby's Rederi, Oslo	Balto (311)	Bulk carrier	14,300	459.67 × 60.33 × 41	14.75	Diesel	5,880	M.A.N.	Rickmers-Werft
June 29	Moore-McCormack Lines	Mormaccove (621)	Cargo	10,460 (9,200)	458 × 68 × 41.5(28.5)	18	Geared turbine	11,000	—	Sun S. B. Co
July 7	Cie. Maritime des Chargeurs Reunis	Hassi Messaoud (202)	Tanker	51,500 (32,700)	712 × 99.33 × 54.9(40.5)	16.25	Geared turbine	20,000	C.E.M./Parsons	Ch. Navals de la Cioat
July 7	Nafiki Etairia Nea Tyhi (D. J. Fafalios)	Maria (854)	Cargo	13,000 (9,300)	460.95 × 61	16	Diesel	6,300	Sulzer Bros	A. G. Weser, Bremerhaven
July 8	Louis Dreyfus & Cie.	Charles L.D. (1335)	Bulk carrier	32,000 (20,000)	623.42 × 86.95 × 49.95 (35)	15	G.V. diesel	10,000	Shipbuilders	Forges et Ch. de la Mediterranee
July 8	Hollandse Vrachtvaart Mij. N.V.	Hollands Diep (393)	Cargo	12,500 (9,500)	450.2 × 61.67 × (29.1)	14.25	Sulzer diesel	5,600	Werkspoor	Scheeps- en Mach "De Biesbosch"
July 10	Holland-Amerika Lijn	Katsedyk (210)	Cargo	7,200 (5,290)	—	—	Diesel	7,200	Gebr Stork	Werf "Gusto"
July 13	Shipping Development Corp., Panama	Delian Spirit (485)	Tanker	24,700	580 × 76.5 × 42.50 (32.9)	15.75 (T)	8-cyl Stork diesel	9,400	Shipbuilders	Nederlandsche Dok
July 17	Næss Group (Anglo-Pacific Shipping Co, Bermuda)	Næss Clipper (1556)	Bulk carrier	35,000	—	—	U.E.C. diesel	—	Shipbuilders	Mitsubishi S. B. & E. Co, Nagasaki

## TRIAL TRIPS

Date	Ship-owners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
<b>Yards in Great Britain and Northern Ireland</b>										
July —	Commissioners of Northern Lights	Pole Star (531)	Light-house tender	(1,327)	215 × 40 × 18.5 × (12.75)	14.25	Two 6-cyl diesels	1,920	British Polar	Caledon S. B. & E. Co
July —	Colne Fishing Co, Lowestoft	Silverfish (1049)	Trawler	(151)	93(102.9) × 21.25 × 10.75	10	6-cyl diesel	338	Ruston & Hornsby	Richard Dunston & Co
July —	Colne Fishing Co, Lowestoft	St Lucia (772)	Trawler	(200)	111.5(124.67) × 25 × 13	12	6-cyl diesel	756	Ruston & Hornsby	Richard Dunston & Co
July 19	Simonsen & Astrup	Mogen (826)	Bulk carrier	22,000 (15,300)	538.25 × 73.33 × 45.2 (32.1)	16 (T)	6-cyl G.V. diesel	7,500	N.E. Marine	Sir Jas. Laing & Sons
<b>Overseas Yards</b>										
June —	Soc. Transoceanica Canopus S.A., Panama	Canopus (135)	Cargo	14,400 (10,494)	480(516.25) × 64 × 41.9 (27.5)	16	6-cyl Stork diesel	7,000	N.D.S.M.	Werf "Gusto"
June —	Soc. Nazionale Metanodotti	Agip Livorno (1856)	Tanker	48,800 (30,000)	695 × 102 × 49.5	17	de Laval turbine	18,800	Shipbuilders	Cant. Riuniti dell' Adriatico, Monfalcone
June 1	Zim Israel Nav Co	Teverya (910)	Cargo	10,330 (8,220)	436 × 62 × 36(25.67)	15.25	6-cyl M.A.N. diesel	5,400	Shipbuilders	Bremer Vulkan
June 19	Ste. Francaise Esso Standard	Esso Lorraine (Z 18)	Tanker	48,426 (32,011)	707.25(746.6) × 103.3 × 50.4(38.1)	—	CEM—Parsons turbine	19,000	Shipbuilders	Ch. de l'Atlantique (Penhoat-Loire)
June 21	Einar Rasmussen, Kristiansand	Polyglory (541)	Tanker	26,050	580 × 79 × 43.75(33.25)	16.25	8-cyl B & W diesel	10,000	Shipbuilders	Eriksbergs M.V.
June 23	Kon. Nederlandsche Stoom. Mij.	Sinon (106)	Cargo	4,430 (3,585)	335(363.9) × 49 × 26.5(21.5)	14.75	8-cyl diesel	3,600	Gebr. Stork	Amsterdamsche Droogdok
June 29	Rederi A/B Rex	Husaro (365)	Cargo	9,200 (6,600)	393.75(410.2) × 56.9 × 37.1(28)	14.75	6-cyl diesel	5,000	Gotaverken	Oskarshamn Varv
July —	Universe Tankship Inc	Icoa (95)	Suction dredger	7,500 (16,750)	490(531.5) × 95 × 22.5	13	Tw.-scr. diesel	11,500	Nordberg	National Bulk Carriers, Kure
July —	J. T. Essberger	Usambara (782)	Cargo	10,350 (7,400)	(455.95) × 59.95 × (28.2)	15	6-cyl diesel	5,600	M.A.N.	Deutsche Werft
July —	Olav Ringdal, Oslo	Ringulv (1105)	Bulk carrier	15,600 (10,650)	470 × 65.67 × 40.9(29.5)	14.75	7-cyl M.A.N. diesel	6,300	Shipbuilders	Kieler Howaldtswerke
July —	U.S.S.R.	Yuri Gagarin	Cargo	16,000 (12,016)	(557.5) × 71.5	—	Geared turbine	—	—	Kherson Shipyard, Ukraine
July 5	Det Forenede D/S	Kong Olav V (135)	Ferry	(5,060)	349.42(397.1) × 53 × 28(16)	20.25	Tw.-scr. B & W diesel	8,900	Elisnor S. B. Co	Aalborg Vaerft



## MARITIME NEWS IN BRIEF

**O**RDERS secured by the British shipbuilding industry in the second quarter of 1961 totalled 42 ships of 211,000 grt. This brings the total orders for the first half of the year to 103 ships of 342,000 tons. These figures may be compared with 85 ships of 158,000 grt in the second quarter of 1960, and 138 ships of 353,000 grt in the first half of that year. Launches during the first half of the present year amounted to 720,000 grt—a rate of building roughly twice that at which orders are being received.

CAPTAIN A. E. BABER, master of the British India liner *Uganda*, has retired. Captain Baber joined the company as a cadet in 1919 and attained command in 1944 when he joined *Sirsa*. In March 1958 he was appointed to command *Uganda*.

MR R. C. THOMPSON and Mr J. F. Butler have been appointed directors of William Doxford & Sons (Engineers) Ltd. Mr Thompson is also a director of the holding company—the Doxford & Sunderland Shipbuilding & Engineering Co Ltd.

MR C. H. BLAIR, assistant secretary of the Pacific Steam Navigation Company since 1954, is to take up a new appointment as area sales manager for the company in Peru. Mr Blair is to be succeeded by Mr D. G. Woodhams.

MR HARRY WEST, managing director of A.E.I. (Manchester) Ltd, has been installed as president of the Institute of Welding for 1961/62. New vice-presidents are Mr C. Humphrey Davy, director of Babcock & Wilcox Ltd, and Mr L. Redshaw, deputy managing director of Vickers-Armstrongs (Shipbuilders) Ltd.

MR A. O. MILNE, general manager of the repair works of Harland & Wolff Ltd, has been appointed a director.

MR J. BRITAIN has joined the board of United Towing Co Ltd.

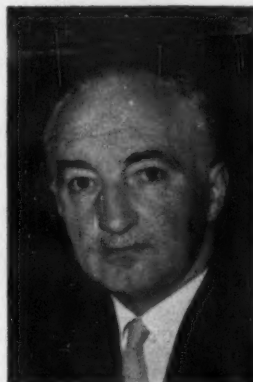
MR JOHN PULLEN has joined the staff of the Shipbuilding Conference information office.

MR G. B. TAYLOR, chief engineer of Burness, Corlett & Partners Ltd, has joined the board.



The new headquarters of the John Thompson Group of Engineering Companies in Woburn Walk, Dukes Road, off Tavistock Square, London, which are the subject of comment on an earlier page in this issue

### VICKERS-ARMSTRONGS APPOINTMENTS



MR L. REDSHAW (above) has been appointed deputy managing director of Vickers-Armstrongs (Shipbuilders) Ltd. He will be located at the firm's Naval Yard. Mr Redshaw began his apprenticeship with the company in 1927. He joined the management of Vickers-Armstrongs Ltd in 1936 and was appointed assistant to the shipbuilding manager in 1950 and a special director in 1953. On the formation of Vickers-Armstrongs (Shipbuilders) Ltd in 1955 he was appointed shipbuilding general manager. He became a director in 1956 and a director of Vickers Research Ltd in 1960. MR R. M. NICHOLSON (above, right) has been appointed a director of Vickers-Armstrongs (Shipbuilders) Ltd and general manager of the Barrow Shipyard. He served his apprenticeship at the yard in 1924, and became assistant shipyard manager in 1933 and shipyard manager in 1943. He left the company in 1952 but rejoined as a special director and shipbuilding manager, Barrow, in 1955. He is succeeded in this position by MR W. PARNELL (right) who has been with the company since 1925

THE CONTRACT for the operation and management of the War Department's LST fleet, comprising some 16 vessels based on Malta, Aden and Singapore, has been secured by the British India Steam Navigation Co Ltd. The ships, which carry military equipment and personnel, now fly the company's flag and colours, but the upperworks are buff. These vessels have Chinese crews. The company has taken over the management and manning of the P & O ships *Socotra* and *Pinjarra*.

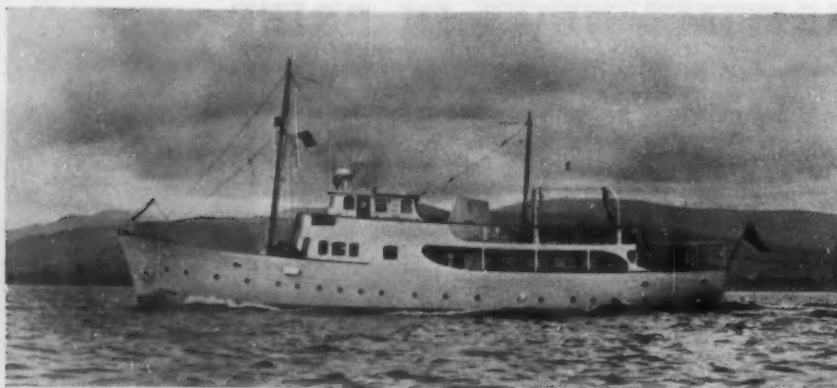
\* \* \*

**A**SERVICE from the South Pacific to the Mediterranean, and in particular to Italian ports, has been opened by the Lauro Line. These Italian owners are members of the Europe/South Pacific and Magellan Conference. The next sailings will be the *Erice* from Callao about August 20 and the *Ravello* from the same port about September 5, with subsequent sailings on a monthly basis. The owners' agents in the U.K. are Galbraith, Pembroke & Co Ltd, 107 Leadenhall Street, London, EC3.

THE DUTCH LINER *Maasdam*, of the Holland-America Line, will make a 13-day cruise from Southampton on December 29, visiting Madeira, Las Palmas, Tenerife and Lisbon, returning to Southampton on 11 January 1962.

WORK has been started at a shipyard in the U.S.S.R. on the construction of a single-class passenger liner of 30,000 tons, with a speed of 28 knots and carrying 1,000 passengers.

A NEW Despatch and Survey Vessel has been handed over to the Royal Malayan Navy. The *Mutiara*, as she is named,



The twin-screw motor yacht "Maureen Mohr", 180 tons Thames measurement, has been completed for a Scottish owner by Yarrow & Co Ltd, Scotstoun. She is in the luxury class of powered yachts and is the largest vessel of this type to be built on the Clyde within recent years. The structure is of steel throughout, with the exception of the combined wheelhouse and chart-room and the bulwark forward on the upper deck, which are of aluminium alloy. Denny-Brown gyro-controlled stabilising equipment comprising non-retractable fins has been fitted, two on each side

is the first ship to be built specially for the Royal Malayan Navy. The vessel has been designed and built at the Singapore yard of John I. Thornycroft & Co Ltd.

A MONTHLY AIRFREIGHT RECORD for a domestic airline has been set by American Airlines in June of more than 11,377,000 revenue ton miles. The total represented a 24 per cent growth over the same month of 1960.

A HYDROFOIL RESEARCH CRAFT which, it is claimed, will have a speed of 100 knots, is to be built for the United States Navy. She will be a 15-ton twin-hull craft, 50ft long, which will be driven by a turbofan jet engine. She will be built by the Boeing Company and will be completed in just over a year.

THE CALEDON SHIPBUILDING & ENGINEERING CO LTD is to invest £200,000 in a new welding bay, continuing their programme of modernisation which has cost some £1,000,000 since the end of the war. Magnetic cranes for plate handling are being installed and new shot blasting equipment is also being provided. A Sicomat profile burner of the latest type is being included and will be the first of its type in Britain.

A NEW general cargo dock over a mile long and costing about £20 mn is to be built by the Port of London Authority at Tilbury. Work is due to start in about two years' time on waste land owned by the Authority to the west of the existing cargo berths at Tilbury docks. When finished, capacity at Tilbury should be almost doubled and work will be provided for almost 2,000 extra workers. Four new berths will be built initially, then eight more, to give a total dock area of about 6,000ft long and 600ft wide.

CUNARD EAGLE AIRWAYS are to make considerable reductions in cargo rates to the Caribbean, as from September 1.

THE NORWEGIAN MERCHANT FLEET is experiencing a serious shortage of officers and men—particularly wireless operators, mates and engineers—but also cooks, stewards and crew generally. The main reason for this shortage is the fact that the merchant fleet is getting bigger while the labour market is becoming more stringent, with greater possibilities of work ashore.

POLAND is to supply Ghana with equipment for nine complete industrial plants. These plants include an iron foundry, machine workshop and a shipyard. The latter will be built at Tema and will be capable of building ships of up to 6,000 tons.

ON A STAND at the Boys and Girls Exhibition (Olympia, August 8 to 19) the British India Steam Navigation Co Ltd is featuring the story of the *Dunera*, which is being used as a school ship.

THE operating costs of a cable repair ship can amount to up to £1,200 a day, plus the cost of the cable, says the Post Office.

THE address of Rye-Arc Ltd is now 66 Mark Lane, London, EC3 (telephone: Royal 7941).

THE Los Angeles Board of Harbour Commissioners have formally accepted from the Pugh Construction Company (Los Angeles) its completion of Berth 200A. A large portion of this 740ft long wharf—assigned to Matson Navigation Company for its all-container terminal—was gutted by fire

14 months ago. Reconstruction work on the wharf cost \$1,214,800 (£433,850). An additional \$186,000 (£6,675) was spent on modernising the lighting and paving of the facility.

COMPLETION is expected early next year of an important waterway linking North-West China direct with the Arctic Ocean. This waterway will make it possible for ships of considerable tonnage to pass along the Black Irtysh river, through the large reservoir which has been formed, in connection with a hydro-electric project, at the confluence of the Bukhtarma and Irtysh rivers, in Kazakhstan, into the Irtysh river, which flows into the river Ob, which crosses half the Asian continent to reach the Kara Sea. A lock with four huge chambers, at the Bukhtarma reservoir, will raise or lower ships through a height of well over 200ft.

SWEDEN'S MERCHANT NAVY totalled 1,459 vessels aggregating 3,870,000 grt at the end of June. This is a decrease in the number of units by 49 but an increase in tonnage of 9,000 tons over the past six months. The number of tankers has dropped by four to 165, the decrease in tonnage being 14,000 to 1,292,000 tons. Combined tankers and ore carriers remained unchanged at 29 aggregating 409,000 tons, while refrigerated vessels have increased by one to 33 and 160,000 tons.

## FIFTY YEARS AGO

From THE SHIPPING WORLD of 26 July 1911

Mr. Havelock Wilson's speech at Newcastle on the 15th inst., in which he made a definite proposal that the books and documents of the Seamen's & Firemen's Union relating to membership and finance should be inspected by a committee of shipowners in order to see whether or not the Union was a bona-fide organisation, has been taken up by the Shipping Federation, who have requested the North of England Steamship Owners' Association to appoint three of their members to make the examination. Should this examination be satisfactory, the Union is to be recognised provisionally pending its registration as soon as practicable under the Trade Unions Acts. The union is thus on its trial, and Mr. Wilson's acceptance of this challenge has come without any delay.

One of the twenty torpedo-boat destroyers of the present year's Programme will be of a new type. She will mark the introduction into the Navy, in an experimental form, of the internal combustion engine for marine propulsion. In the special destroyer which is about to be built the new kind of engine will be fitted in combination with turbines, and thereby not only will valuable experience be obtained but a vessel will be produced which, it is believed, will have a far greater radius of action than any craft now in the service. The order for the new destroyer has been placed with Messrs. John I. Thornycroft & Co. Ltd., of Southampton.

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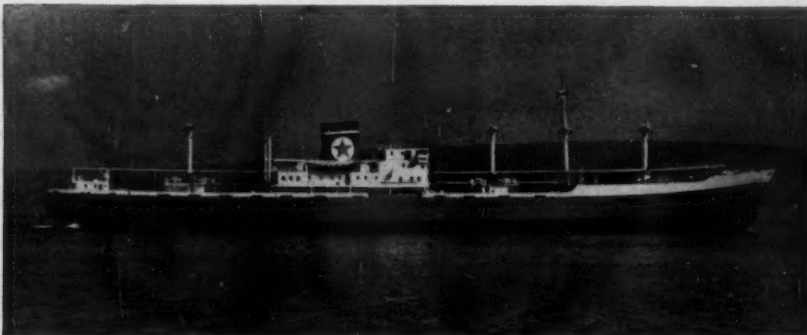


**M.V. RAPHAEL**

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Photograph by courtesy of Skyfotos, Kent.

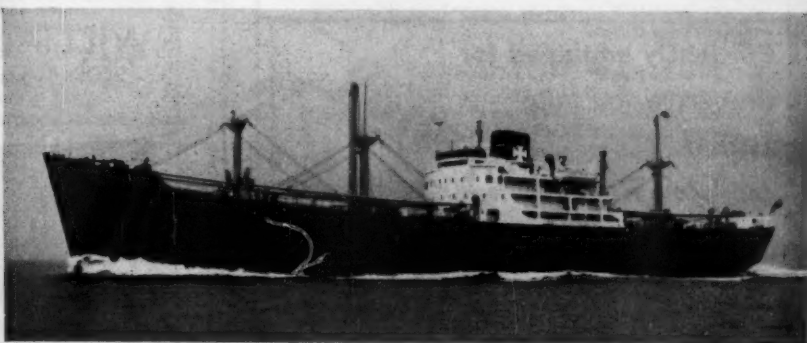
Builders: Bartram & Sons  
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**M.V. ULSTER STAR**

Owners: Blue Star Line Ltd.

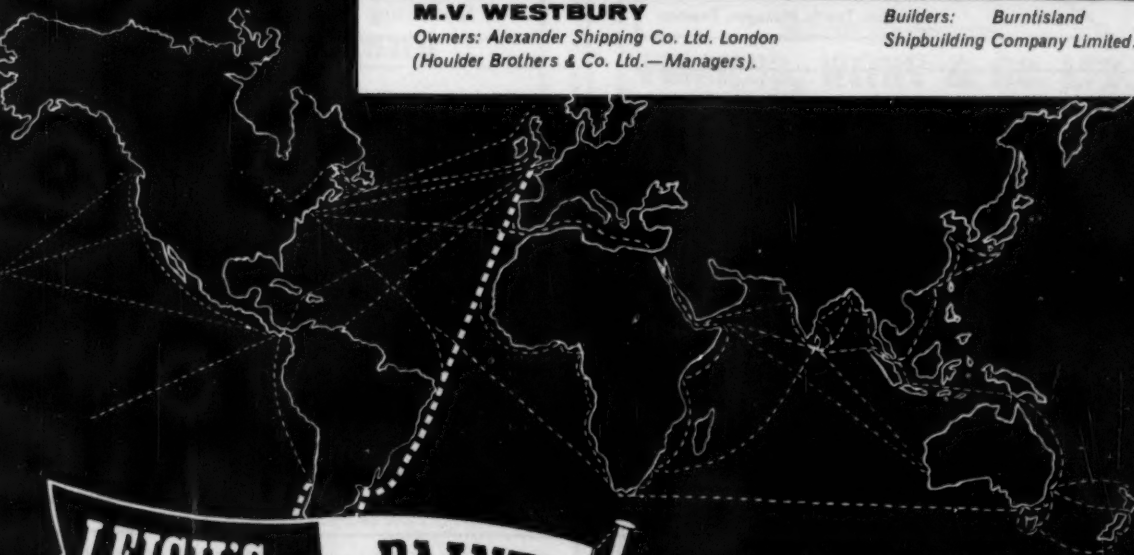
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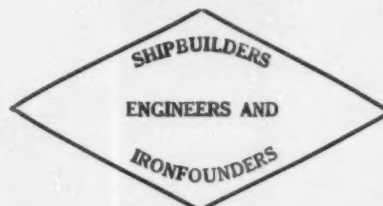
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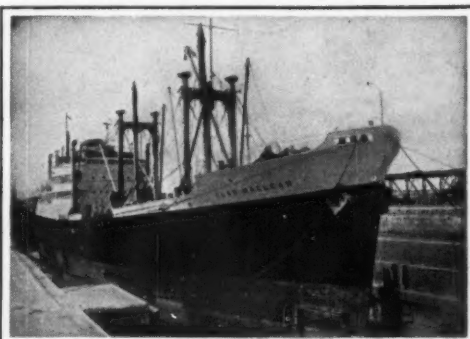
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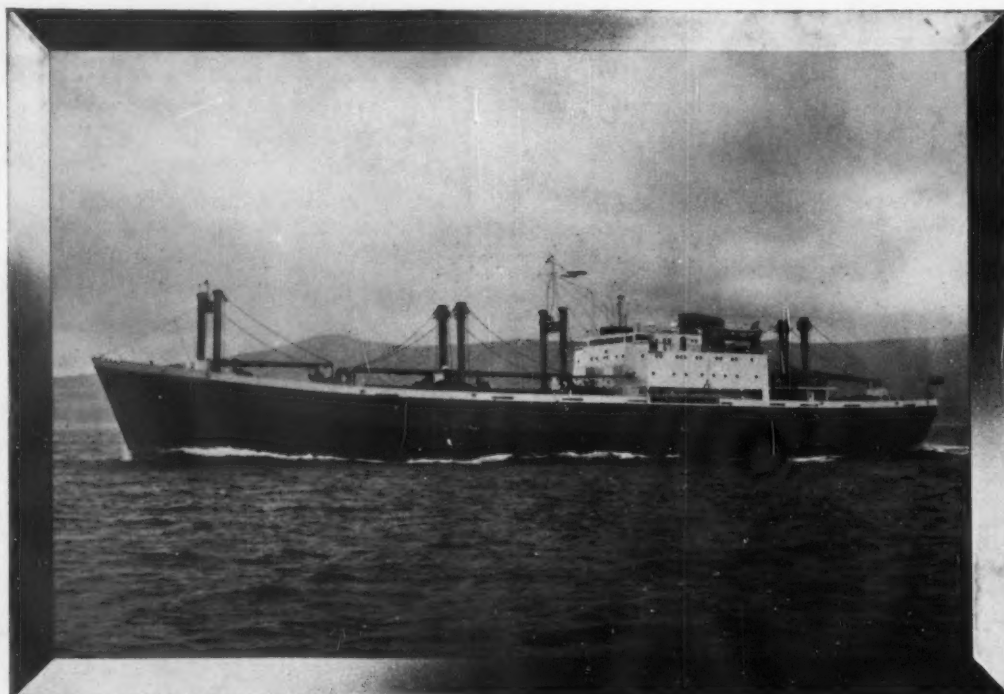
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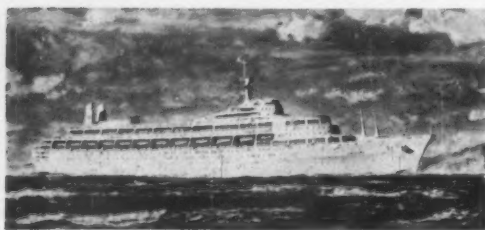
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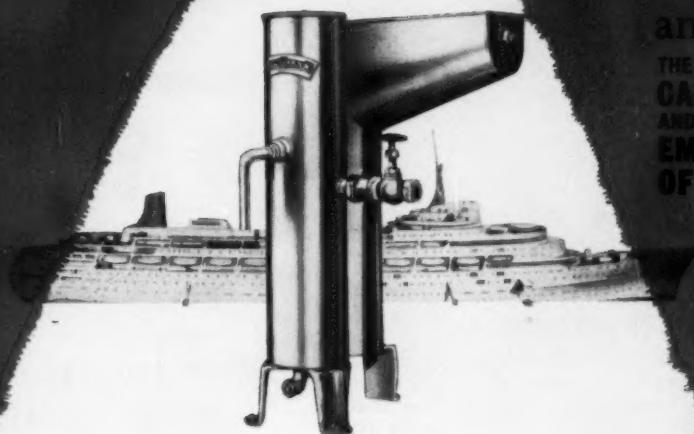




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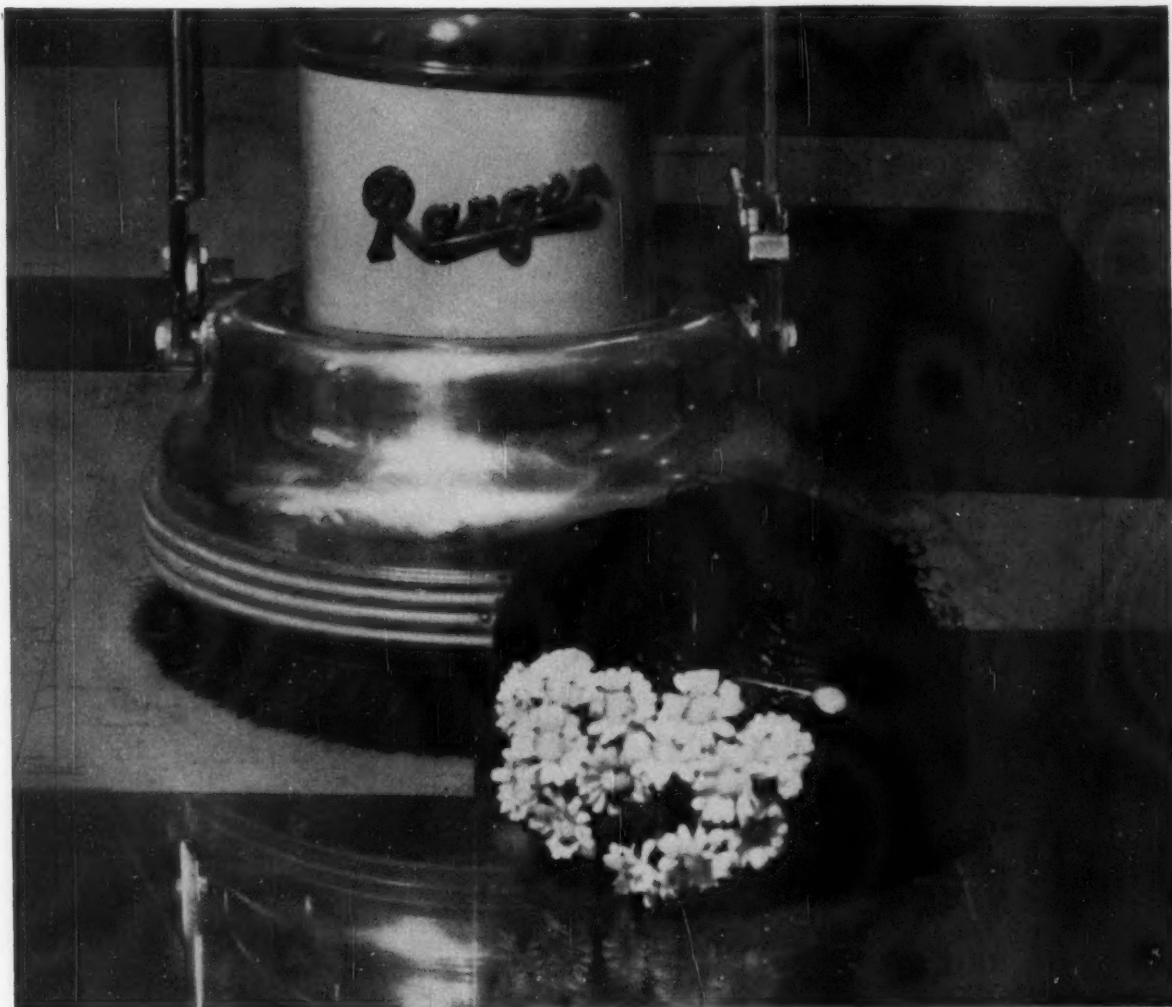


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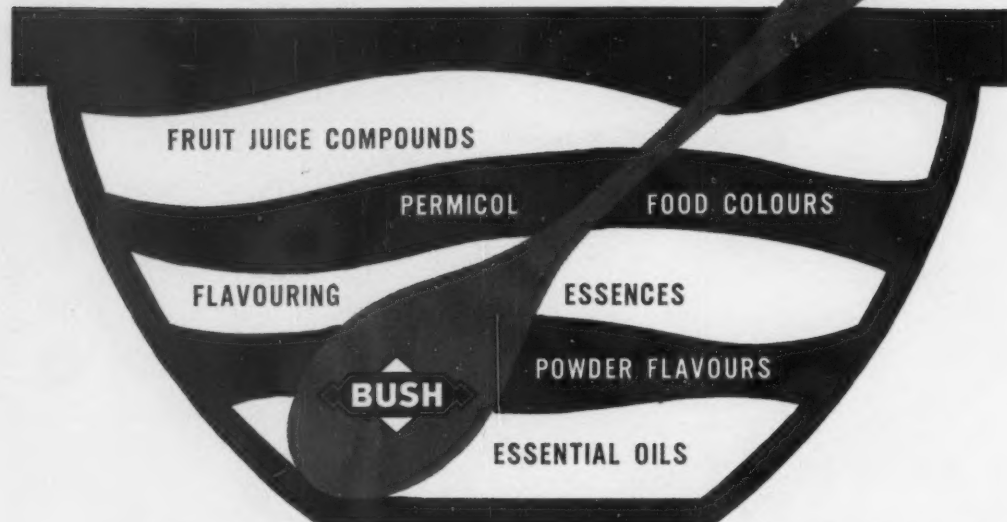
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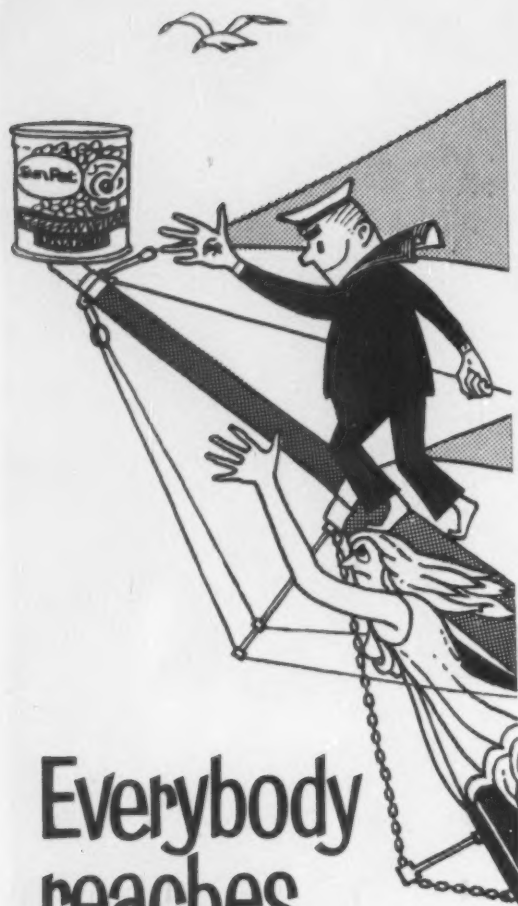


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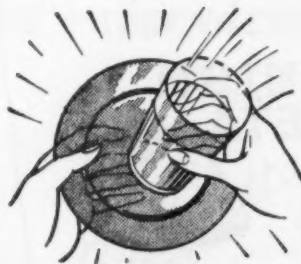
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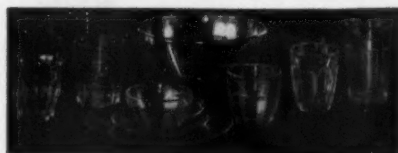
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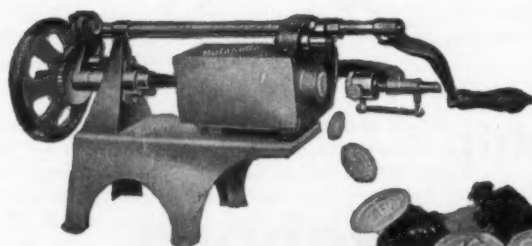
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## SHIP STORES AND CATERING

# The Frozen Food Industry

## THE ADVANTAGES OF QUICK-FROZEN FOODS

QUICK FREEZING preserves a product exactly as nature made it. To get first-class quick-frozen food, therefore, you need first class raw materials. Producing these, needs a scientific approach as advanced as any in British farming today. Hit and miss methods will not do if the quick-freezing factories are to have the raw materials which justify the process.

### Vegetables

By encouraging farmers to mechanise harvesting to a high degree, and by transporting the harvested crop with great speed to the factory, Birds Eye make sure that peas are quick-frozen while they are still in prime condition. Four hours is the maximum time between cutting and freezing.

The raw material operation is one, which in all its intricacy, covers many hundreds of farmers in different parts of the country, and many thousands of acres. And it applies to many different vegetable crops. After peas, green beans probably represent the crop where most advances have been made. First, Birds Eye bred a remarkable new variety which was not only "stringless" but grew at a uniform distance on the stem from the ground. In collaboration with manufacturers of agricultural machinery, they then pioneered the introduction of a mechanical bean harvester. This revolutionary piece of equipment not only eliminated the work of some thirty hand pickers, but has enabled several acres of green beans to be harvested—like peas—within a few hours, thus making large-scale cultivation of this crop an economic proposition for the first time.

### Fish

The same care and ingenuity used in getting the right vegetables for quick freezing goes into the selection of other raw materials, too. Fish is in the froster within a few hours of landing at the quay, and none but the best quality fish is bought by Birds Eye buyers. Quick freezing has also done a very great deal to establish stability in the fishing industry. Knowing that Birds Eye will regularly buy their finest fish, trawler owners have taken steps to improve and expand their services so as to cater for this market. Nearly 13½ per cent of all the fish landed in Britain, in fact, is quick-frozen.

### Poultry

Possibly quick-freezing's biggest raw material advance, however, outside vegetables, is poultry. Birds Eye and Smethursts poultry is produced at special chicken farms under the most stringent scientific conditions. The result is a bird with a specially high ratio of meat to bone, guaranteed weight, flavour and tenderness. With production of two million chickens a year, Birds Eye is now one of the largest poultry concerns in Europe.

### The Process

Quick-freezing is an entirely natural process. The man who made the discovery, an American scientist named Clarence Birdseye, noticed in the course of hunting expeditions in the Arctic that fish and game which the Esquimaux had killed months previously still tasted as fresh as if it had just been caught. He discovered the secret was the speed with which the food frozen was frozen in the intense Arctic cold.

He found that quick intense freezing not only arrests all natural processes and thus prevents decay, but also maintains the cellular structure intact. The result is that when food which has been quick-frozen is thawed out, it is exactly as it was before it was frozen. Each cell is preserved whole, together with the vital mineral salts which constitute flavour and goodness. Birdseye set about simulating this natural process by means of refrigeration, and the consequences is commercial quick-freezing as we know it today.

In Britain, Birds Eye's processing units are situated right at the source of the raw materials, at ports backed by areas of rich agricultural land. During the pea season, every factory (except the one which specialises exclusively in confectionery products) goes over to pea processing entirely. All of them work right round the clock to freeze, in the six weeks that peas can be harvested, the vast quantity of pea packs needed to last twelve months until the next harvest.

One freezing method used is called "plate freezing" which means that the cartons are placed in machines with large double doors (frosters) in which refrigerated metals plates are compressed hydraulically so as to give an even spread of quick-freezing. The products in their cartons are frozen to zero degrees Fahrenheit, right through to the centre, and remain at that temperature throughout the national chain of distribution.

### Quality, Economy and Convenience

Many other products, in contrast to peas, are quick-frozen throughout the year. They include fish, fish fingers, poultry, puff pastry, and prepared products such as sausage rolls, beefburgers and steaklets. The processing of this expanded range of all-the-year products, enables labour, space and plant to be used intensively for the whole twelve months.

The newer products, by spreading factory overheads in this way, have been one of the major factors in reducing the production costs and, wherever possible, passing on these reductions to the caterer.

The three most important advantages of quick-frozen food to the caterer are:—

**Quality:** The emphasis is on quality, high quality and care. For the finest processors can't improve the raw

material; they can only preserve it in its original condition. Quick freezing does not change a product, so quality goes a long way back. It means the quality of the research work to discover the right seeds for vegetables. It means the quality of the development work which has led up to the formulation of the product. It means the quality of packaging, service and distribution, and, what is even more important in this field, catering "know-how".

**Economy:** Control in the broadest sense is at the heart of economics of catering. Consider the following questions: What is the portion yield from known quantities of raw materials supplied to the kitchen? how many portions cooked are actually served and how many consumed by employees or staff? are the portions served the right size or weight in relation to the number to be catered for? how much food is spoilt and wasted in preparation and thrown out? how much food is unaccounted for? can the deliveries of food be easily and speedily checked so that correctness of the order is ensured? are yield and consumption figures available to assist in economical purchasing? what is the labour cost in relation to the preparations of particular foods and for meals?

It is the cost of the food plus labour which is the vital control figure. Additionally, such things as savings in space, savings in time, savings in capital outlay, even savings in fuel, must all be given full consideration.

#### Streamlined Kitchens

**Convenience:** Apart from quality and economy, the greatest day to day impact comes in the field of convenience. It is the sheer convenience of having foods delivered in a prepared form which has such an appeal to progressive caterers. It is the ability to cope with fluctuating demands easily. Having an altogether smoother operation because of the time-in-hand factor, the easy-to-cook factor, the easy-to-handle factor, the hygiene factor, can all help in eliminating kitchen disturbances. The kitchen is fast becoming streamlined and smaller because less space needs to be devoted to such things as vegetable storage and preparation.

The kitchen must be capable of storing quantities of quick-frozen foods to cope with any emergency. The new upright storage cabinets for keeping frozen foods at zero temperature take up little space but are wonderfully effective. And as more and more food is being cooked for immediate use the holding over period is being eliminated. This development has led to the production of new types of equipment and to regular cooking in small quantities.

Convenient 2½ lb-3 lb size vegetable packs are ideal for this purpose, for with quick-frozen foods you need a shorter cooking time. This also saves fuel and by using less water you get a greater retention of vitamins and other nutritional elements.

There is a further factor which is worth stressing in connection with the convenience angle. Working conditions are better when modern methods of food handling are employed. Quick-frozen foods in refrigerated storage make a much more hygienic kitchen. The dull, tedious work is eliminated and there is more time available for the real task of cooking. It is the duty of progressive caterers to show that modern streamlined kitchens can be more agreeable places in which to work.

#### Zero All the Way

Quick-frozen food must be stored and transported at 0 deg F or below to maintain its perfect condition. Through a chain of movements—factory cold store—rail or road bulk transport—regional depot—refrigerated van delivery—there is one common denominator, and that is zero. Smethursts foods are kept at zero degree Fahrenheit all the time so that no damage or deterioration can

possibly affect the products. To achieve this, an entirely new system of food storage and transport has been created.

Today Birds Eye has cold storage capacity operating at zero deg F in excess of 23,000 tons of frozen foods. Of this cold storage space the factory stores hold over 17,000 tons and the 43 regional distribution stores take about 6,000 tons. A further 19,000 tons is being added this year.

Here are some of the latest recipes from the Smethursts Recipe Service.

#### GATEAUX MOYA

Ingredients	Quantity	Portions: 36-48.
Smethursts Dairy Cream Sponges	1 x 6 carton	Cost per portion: 1/3d or 11d
Apricot Jam	½ lb	Time: 1½ hours (including thawing time of cakes)
Almonds, chopped and toasted	1 lb	
Mandarin oranges	1 x A10 can	
Double Cream	1½ pints	

#### Method

1. Leave the cakes to thaw at room temperature for one hour.
2. Strain the syrup from the fruit, and heat the jam in a pan with a little of the mandarin juice.
3. Spread warmed jam around the sides of the sponges and coat with chopped nuts.
4. Arrange mandarin oranges on the sponges, and brush the fruit with the remainder of the jam glaze.
5. Whip cream until stiff and pipe round the edges of the sponges.

#### LONG ISLAND CHICKEN

Ingredients	Quantity	Portions: 4
Smethursts Young Chicken, partially or completely thawed	2	Cost per portion: 3/- approx
Butter	3 oz	Time:
Lemon juice	1 tablespoon	Equipment Requirements:
Seasoning	To taste	Grill
Mushrooms, peeled and finely sliced	1 oz	
Lean cooked ham, but into fine strips	1 oz	
Potato crisps	} Garnish	
Watercress		

#### Method:

1. Cut each chicken in half lengthwise along breastbone and place on grill.
2. Melt butter, add lemon, juice and seasoning and pour over chickens.
3. Grill under medium heat for approximately 20 minutes, turning once: baste occasionally.
4. Place the chickens on a flat serving dish and keep hot.
5. Sauté the mushrooms in the remaining butter for 3-5 minutes, then add ham and toss through the butter.
6. Coat chicken with this dressing and garnish with crisps and watercress.

#### HARICOTS VERTS GARNIS

Ingredients	Quantity	Portions: 20
Smethursts Sliced Green Beans	1 x 2½ lb	Cost per portion: 5½d approx.
Bacon, cut in strips	½ lb	Time: 20 min.
Tomatoes, skinned and chopped	1 lb	Equipment Requirements:
Margarine or butter	½ lb	Hot plate
Salt and pepper	—	
Tomato wedges for garnish, optional	—	

#### Method:

1. Cook the beans as directed and drain.
2. Melt margarine and sauté the bacon for 5 minutes. Add the tomatoes and the beans. Toss altogether and season.
3. Serve garnished with tomato wedges if desired. Use as an accompaniment to pork shops, liver, steak etc.

#### BROCCOLI VINAIGRETTE

Ingredients	Quantity	Portions: 12-16
Smethursts Broccoli Spears	1 x 2 lb	Cost per portion: 7d or 9d
Vinaigrette Dressing:		Time: 15-20 mins
Wine vinegar	½ pint	Equipment Requirements:
Olive oil	½ pint	Hot plate
Seasoning, salt and pepper	—	
Parsley, chives, chervil	1 level table-spoon of each	

#### Method:

1. Cook broccoli as directed, refresh and allow to become completely cold.
2. Prepare dressing. Place vinegar and seasonings in a basin, mix well and whisk in oil gradually. Finally add herbs.
3. Pour dressing over broccoli. Serve as an accompanying salad or as a dressed vegetable.



**TURBOT FILLETS WITH SALTED ALMOND DRESSING**

Ingredients	Quantity	Portions: Average of 25 (2 × 3½ lb gives between 22-28 × 4-5 oz portions)
Smethursts Turbot Fillets, thawed	2 × 3½ lb pack	
Flour, seasoned	6 oz	
Butter or margarine	½ lb	Cost per portion: 8½d
Salted almonds, chopped	6 oz	Time: 30 mins
Parsley, chopped	1 oz	Equipment Requirements:
		Hot plate

**Method:**

1. Coat the fillets with seasoned flour.
2. Heat the butter and fry the fillets until golden brown and cooked, about 8 minutes.
3. Add the nuts to the remaining butter, heat until golden, and then pour over the fish.
4. Sprinkle with parsley and serve at once.

**JAMAICAN PUFFS**

Ingredients	Quantity	Portions: 32
Smethursts Puff Pastry, just thawed	1 sheet	Cost per portion: 3½d
Bananas	16	Time: 45-60 mins, approx
Lemon juice	—	Equipment Requirements:
Deep fat	For frying	Deep fat fryer
Castor sugar	—	

**Method:**

1. Roll out the pastry to an oblong 17in × 23in and trim the edges. Cut into 16in × 1in strips, then cut these across in half to give 32 strips. Damp these lightly with water.
2. Peel the bananas, cut each across in half and sprinkle with lemon juice to prevent discoloration.
3. Wind a strip of pastry round each piece of banana to enclose it and seal the ends firmly.
4. Fry in hot fat (approximately 380 deg F) for 4-5 minutes.
5. Drain, roll in castor sugar and serve hot.

**SAUSAGE SALAD**

Ingredients	Quantity	Portions: 15
Smethursts Skinless Pork Sausages	1 carton (30)	Cost per portion: 10d
Dressing: Mayonnaise	1 × 7-oz bottle	Time: 20 mins
Milk	½ pint	Equipment Requirements:
Cabbage, finely shredded	3 lb	Deep fat fryer
Red eating apples, halved, cored and sliced	1 lb	
Walnuts, roughly chopped	1-1½ lb	
Tomatoes, quartered	—	
Watercress	—	

**Method:**

1. Deep-fat fry the sausages at 325 deg F for 5 minutes, drain and cool.
2. Prepare the dressing, add the cabbage, apple and nuts and mix lightly.
3. Arrange on a flat dish and garnish with the tomatoes and watercress.
4. Arrange the cold sausages on top and serve at once.

**CHINESE CHOPS**

Ingredients	Quantity	Portions: 24
Smethursts Pork Chops	2 × 1 dozen cartons	Cost per portion: 1/9d approx
Noodles	3 lb	Time: 15-20 mins
Raisins	½ lb	Equipment Requirements:
Sweet-sour Sauce:		Grill and hot plate
Soy Sauce	½ pint	
Vinegar	½ pint	
Sugar	6 oz	
Cornflour	3 level tablespoons	

**Method:**

1. Cook chops as directed on carton. Keep hot.
2. Cook noodles; drain and mix with raisins.
3. Meanwhile, make sauce: blend all ingredients together, bring to the boil, stirring until thickened. Cook for 3 minutes.
4. Serve chops (coated with sweet-sour sauce) on noodle and raisin mixture.

**POULET SUPREME AU RIZ**

Ingredients	Quantity	Portions: 12
Smethursts Large Roasting Chicken, partially thawed	2 × 2½ lb	Cost per portion: 2s approx
Boiling water	2 pints	Time: 1 hr
Salt	2 level teaspoons	Equipment Requirements:
Patna rice	1½ lb	Hot plate
Onions, peeled and thinly sliced	½ lb	
Butter	3 oz	
Tomatoes, skinned, deseeded and cut in strips	6	
Chopped parsley	—	
Freshly ground pepper	—	
Supreme sauce	1½ pints	

**Method:**

1. Place the chicken in the pan with boiling water and salt, cover with well fitting lid, and simmer 40-45 minutes.

2. Cook the rice in boiling salted water, drain and rinse.

3. Sauté the onion in the butter, add rice, tomatoes and parsley and season with pepper.

4. Place rice on serving platter.

5. Cut each chicken into 6 portions, arrange on the bed of rice and coat with sauce.

**APRICOT GALETTE**

Ingredients	Quantity	Portions: 12 portions as a sweet. 16 portion as a pastry.
Apricots	1 × 16-oz can	
Brandy	3-4 tablespoons	Cost per portion: 4½d or 3½d
Almonds, chopped	2 oz	Time: 1 hr
Cornflour	2 level teaspoons	Equipment Requirements:
Lemon juice	A few drops	Oven
Smethursts Puff Pastry, just thawed	1 sheet	
Milk	To glaze	
Icing Sugar	—	

**Method:**

1. Strain syrup from apricots. Chop fruit roughly and put in bowl with brandy and almonds.
2. Blend cornflour with syrup, add lemon juice and bring to the boil, stirring: simmer 3 minutes.
3. Add glaze to fruit, mix and leave to cool.
4. Roll out pastry to an oblong 12in × 18in and cut in 4 widthwise.
5. Place two pieces on a baking sheet, and spread each with the fruit mixture to within 1in of each edge. Damp the edges.
6. Fold each of the remaining 2 pieces of pastry into half lengthwise and cut across the fold at ¾in intervals, leaving 1in of pastry uncut at the top and at each end; open out and lay carefully on top of the apricot, sealing edges firmly.
7. Brush with glaze and bake in a hot oven (425 deg F) for 20-25 minutes. Serve hot or cold, sprinkling the top with icing sugar, if desired.

**BANANA GATEAUX**

Ingredients	Quantity	Portions: 36-48
Smethursts Dairy Cream Sponges	1 × 6 carton	Cost per portion: 7d or 5½d, approx
Bananas	12	
Lemon juice	3 lemons	Time: 1½ hr (including thawing time of cakes)
Castor sugar	½ lb	
Walnuts—chopped	6 oz	

**Method:**

1. While the cakes are still frozen cut horizontally through the cream.
2. Slice about three quarters of the bananas into thin rings and toss in some of the lemon juice.
3. Mash remainder of bananas with sugar and rest of the lemon juice.
4. Spread this mixture over the cream on one half of the sponges.
5. Put the remaining half of the sponge, cream side uppermost on top and arrange rings of bananas around the edge.
6. Sprinkle the centre with chopped walnuts and serve at once.

**AMERICAN FISH PIE**

Ingredients	Quantity	Portions: 30
Smethursts Cod Fillets, partially thawed	1 × 7 lb	Cost per portion: 8d
Potatoes	6 lb	Time: 1-1½ hr, approx
Margarine	8 oz	Equipment Requirements:
Flour	8 oz	Oven
Milk	4 pints	
Lemon, grated rind and juice	1	
Chopped parsley	2 level tablespoons	
Seasoning	To taste	
Tomatoes	1½ lb	
Egg and milk	To glaze	

**Method:**

1. Separate the fillets, place on greased baking sheets: cook (375 deg F) for 20 minutes.
2. Cook the potatoes, drain.
3. Make white sauce, with margarine, flour and milk, using roux method. Add lemon juice, rind and parsley.
4. Remove all skin and bone and chop fish roughly. Add this to sauce and season to taste. Turn mixture into suitable tins.
5. Cut tomatoes into 30 slices and place one slice in centre of each portion.
6. Cream potatoes and pipe a portion around each slice of tomato. Glaze, with egg and milk.
7. Bake in moderately hot oven (375 deg F) for 30 minutes.

## A Visit to the "Queen Mary"\*

A GREAT SHIP AND SOME OF HER CREW

THE *Queen Mary* is the delight of the man with the Dickensian eye for the unusual job. The range of the liner's hotel services calls for a corresponding variety of skills.

The 12 senior ratings, ten men and two women, whom I talked to while the *Queen Mary* was at Southampton illustrate several facets of sea life. One is the often observed fact that a ship derives much of her atmosphere from the personalities of her crew. They in turn take something from the ship—a sense of routine, of loyalty and discipline; in their jobs a quick eye for detail and, very often, a great attachment to their ship.

An illness that followed an apprenticeship with a Liverpool flour mill led Mr Nathaniel Glenton to join Cunard. That was in 1936. A quietly spoken Liverpoolian, he is now the *Queen Mary's* Chief Bedroom Steward. He belongs—and one feels he is proud to belong—to a tradition of service that gives a passenger genuine thoughtfulness as well as efficiency. This has been his professional credo.

His seafaring career began in the long cruises which the *Lancastria* and *Franconia* made in the 'thirties before

the dark clouds of war ended this carefree pursuit. Throughout the war he was in the *Queen Mary*, moving to the *Caronia* in 1949 to begin five years of happy cruising odysseys. After a spell as Chief Bedroom Steward in the *Mauretania* he rejoined the *Queen Mary* in December of last year. A memory he holds vividly is when Giles sailed in the *Queen Mary*, spending three days to produce the cartoon that caused several million breakfast-time guffaws several days later. Inimitably drawn, the cartoon depicts the Giles family in the *Queen Mary*.

If when you are in the liner's First Class Restaurant you remember a Sauterne you particularly enjoy, the chances are that Tom Norris will know of it and the liner's wine cellar will be able to furnish a bottle. A First Class Wine Steward, Tom Norris has a vast knowledge of wine. He advises passengers in choosing a wine to have with a particular dish. He has also to interpret a diner's palate, recommending a wine which is at the same time suitable to take with the dish he has ordered.

Apart from a short period in the first *Caronia* and wartime service in Port Line vessels, he has spent the

\* With acknowledgments to *Cunard News*



Chief Bedroom Steward



Observation Lounge Barkeeper



First Class Wine Steward



First Class Smoking-room Steward



Masseur



Verandah Restaurant Manager

greater part of his career in the Atlantic "big ships"—the *Aquitania*, *Berengaria* and, since the end of the war, the *Queen Mary*.

When not at sea and taking orders in the Observation Lounge Bar, one of those elegantly inviting rooms which make an immediate appeal to the sophisticate, John Hooson returns to his home in the wooded quiet of rural North Wales. A genial extrovert man, it is no surprise to learn that he enjoys his job nor that, like many of "The Mary's" crew, he is something of an institution in it. Joining the White Star Line in 1926, he has served in an impressively long list of passenger ships. He sailed in the *Mauretania* and *Caronia* on their commissioning and in the *Queen Elizabeth* on her first voyage as a luxury liner in 1946. He has been in the *Queen Mary* ten years.

#### Art of Cooking

The liner's Verandah Restaurant manager is Mr Philip Burke. Instantly one feels it necessary to add that this restaurant together with its counterpart in the *Queen Elizabeth* is among the most famous in the world, and that Mr Burke is among the most appropriate to be in charge. Mr Burke has the inquisitiveness of the expert who never tires of learning more. He has a reverence for cooking which he very properly regards as an art. He speaks of Maxim's and the Tour d'Argent with the affection and respect a Cardinal has for St Peter's or Notre Dame. A warm admiration for French cooking is tempered with an expert knowledge.

The Verandah Restaurant's cosmopolitan clientele is rarely destitute of at least two or three famous names. Speaking of the immensely high standard attained, he is the first to acknowledge the cooperation of the Chef and his own hard working staff. His quest for new dishes has taken him to leading restaurants in Western Europe, the United States and Canada. His own taste, he confesses, is for "plain food."

Before saying goodbye, Mr Burke remarked that he was going on leave next voyage. "I shall be meeting a friend and the two of us will be going to several West End restaurants. I always like to keep an eye open for new dishes and fashions in food," he added. Such dedication is typical of this indefatigable student of haute cuisine.

Mr Albert Jolliffe, the First Class Smokingroom Steward, makes no bones about it. The sea—by which he means the *Queen Mary*—is the life for him. When landlubbers describe evenings at home with television, Mr Jolliffe thinks of the life going on in the *Queen Mary's* lounges and of the ceaseless activity of a liner crossing and re-crossing the Atlantic. Joining Cunard as a bellboy in 1925 he conceived a more than youthful affection for the then "First Lady of the Atlantic," the *Aquitania*. His fidelity never faltered; he served in her continuously until 1948, shortly before she was withdrawn. Since then he has spent two longish spells in the *Caronia*, moving to the *Queen Mary* three years ago. A tenacious memory enables him to remember many of the passengers he has met and to recall their likes and dislikes.

Disenchantment with the routine of Whitehall led Miss Ella Milnes to apply to Cunard. Before going into an office for the duration of the war she worked in fashion and luxury goods stores in the West End. She is now the senior Shop Attendant in the *Queen Mary*. Like all shops aboard Cunarders, Miss Milnes' shop stocks between 500 and 600 items. She can sell a passenger anything from a toothbrush to an exquisite piece of Copenhagen china. Miss Milnes enjoys the variety in her job. She points out that shopping is part of the fun of the voyage for the passengers. As many goods are duty free, passengers can happily dispense with the hard-headed calculations needed ashore.



Senior Shop Attendant



Fruit Storekeeper



Ship's Gardener

For most of his thirty years at sea Tom Gregory has worked in the aroma of fresh fruit—peaches, mangoes, pineapples, grapefruit and many others. To someone who loves fruit, a list of their names excites a temporary longing to change one's job. A well-known crew personality, he has the ruddy complexion which somehow seems to fit a man whose working hours are spent in such salubrious conditions. To imply that Mr Gregory's job



is easy because its atmosphere is, quite literally, agreeable would be as absurd as untruthful. The storage of vast amounts of fruit calls for great care in placing them in the correct temperature. Coupled with this are the detailed orders he has to make out in New York and Southampton. Mr Gregory and his assistants are also responsible for preparing the fruit before it passes into the kitchen or restaurant. During the war he was chief steward of an armed boarding vessel.

Eric Littaur's job is the best illustration of the comprehensiveness of the liner's hotel services. He is in fact the ship's Gardener, although he describes himself as a florist. He says his job divides itself mainly into two—to tend and replace the plants which decorate the lounges and drawing rooms and to make-up bouquets and corsages for passengers. He receives innumerable requests to make corsages for lady passengers. He often has many orders to complete within a short time. His services are also much in demand to produce bouquets for display in staterooms.

#### Unusual Background

The Coldstream Guards and a course in physical education do not suggest the obvious introduction to the Merchant Navy. That, however, was James Ratchford's background when he joined the *Queen Elizabeth* in 1946 as a gymnasium attendant. After two years in the flagship he transferred to the *Caronia* as masseur. He was four years in the *Caronia* before being appointed to the *Queen Mary*, where he is attached to the Sports Arena—the Turkish baths, swimming pool etc, as the masseur.

He approaches his job with an equal degree of manual skill and psychological alertness. The correct approach to a passenger, as he emphasised more than once, was often as important as the actual massage itself. Some of his patients are sufferers from muscular complaints. Others take massage as a means of gaining a sense of physical well-being. The hard-driving executive feels that massage, by removing bodily tensions, helps to release the nervous tensions inseparable from modern urban life. Mr Ratchford's satisfaction is knowing that in restoring a passenger's fitness he has also adopted the correct psychological tactics. He works with two other male attendants.

#### Long Service

"You give up very much when you go to sea, but it's been well worth it." So said Miss May Quirk, one of the liner's senior stewardesses. Apart from an enforced spell ashore during the war Miss Quirk has been at sea continuously since 1929. She has served in most of Cunard's



General Storekeeper



Senior Stewardess



Ship's Silverman

larger liners, retaining an indestructible affection for the *Queen Mary*. Miss Quirk's love of the sea has never blinded her to the attractions of life ashore. "Spring and summer come and go and you live in your own little world. To like the life you must love the sea. If you do you will find it has many compensations," she added. A brisk, friendly woman, Miss Quirk is well known to many of the ship's regular travellers.

#### One Man's Meat

Pondering my question, he paused and said, "You see, it's a job you can really get your teeth into." Mr Arthur Cranham, the *Queen Mary's* Silverman, was describing the obvious liking he has for his work. It gives him charge of astronomical quantities of cutlery. For example, when the First Class Restaurant is full it means providing 11 pieces of silver for each of the 700 diners. In addition, there is the Cabin, Tourist, and Verandah Restaurants and the crew messes. He estimates the entire stock of silverware which his section handles at the staggering total of £30,000.

Mr Cranham and his assistants issue, check and are responsible for keeping the cutlery in first-class condition. Polishing the silverware is an all-the-year-round job. Stocktaking occupies a week of the six-weeks winter lay-up and involves between 10 and 15 checkers. He decided to go to sea after an apprenticeship completed in West End hotels. During the war he sailed the world in an assortment of ships. A Londoner, he has been in the *Queen Mary* 14 years. His liking for his job and affection for the ship typifies the attitude of many of the senior members of her crew.

Officially he is described as the "Boots", but Mr Francis Richardson is also the liner's General Storekeeper, an important job which puts him in charge of sufficient goods to stock a chandler's shop. During the course of the day he may be asked to produce paper serviettes, buckets, matches, altar wine, mustard spoons, soap, novelty items for dances, ash trays, cheese wires or sandwich boxes. At the end of each voyage he has to make a thorough check, ordering fresh supplies on what he estimates will be needed.

It was never intended that this article should describe the *Queen Mary's* intricately operated Catering Department. The men and women whom I spoke to suggest its scope by the variety of their work. Granted their efficiency, they also create within the ship that intangible dimension called atmosphere. This, as her travellers will tell you, is as unmistakable as her Olympian hull lines.

Smooth, creamy custard costs so little with

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## Cooking with Cointreau

### SOME RECIPES FOR COCKTAILS AND SNACKS

THE RECIPE for Cointreau Liqueur has been a closely guarded family secret for over 100 years. The basis of the liqueur is prepared from the rinds of carefully selected oranges, which are chosen in certain proportions according to their flavour. The rinds are infused in vats of well aged *eau-de-vie* and then distilled. The perfumed alcohol, known as *Alcoolat*, is collected from the stills and mixed with sugar syrup and other ingredients. The resulting liquid is then purified, cooled and filtered, to produce the well-known "crystal clear purity" which is the hallmark of Cointreau Liqueur. Finally, the liqueur is matured in vats before it is bottled.

The House of Cointreau was founded in 1849 in Angers by the brothers Edouard and Adolph Cointreau. Edouard, a confident and energetic man, took over sole charge of



Ingredients for a White Lady

the business at the age of 27. It was he who perfected the first recipe for the now world-famous Cointreau Liqueur. In 1902 George Glendenning, an English wine shipper, tasted Cointreau Liqueur while visiting Bordeaux. He was so favourably impressed with it that he travelled on to Angers to meet Edouard Cointreau. The outcome of this meeting was the import of the liqueur to Britain by the Glendenning family firm. A friendship lasting for 20 years also developed from this meeting. Today the friendship still flourishes between the two families and the firm of Glendenning remains the sole importer.

In 1923 George Glendenning expressed the opinion that the original Cointreau made at that time was too sweet for the British palate. His comments resulted in the production of a drier liqueur, especially for the British market. Its popularity grew internationally to such an extent that Cointreau's total production was changed to the drier liqueur, and it was marketed worldwide as Cointreau-Extra Dry.

The distillery at Angers was completely rebuilt between 1946 and 1949, and is now the most modern liqueur distillery in Europe. Cointreau has an office on the Avenue des Champs Elysées, agents throughout the world and bottling plants in Belgium, Spain, the Argentine and the United States.

Cointreau is best known in Britain as an after-dinner drink. It is the most popular foreign liqueur in Britain, partly due to its extra dry character, developed especially for the British palate. The current trend for after-dinner drinking in Britain is increasingly towards liqueurs, but with a difference—cool, longer drinks are becoming more popular. To meet this demand, the Cointreau information service suggests:—

#### Cointreau on the Rocks

Put no more than one or two pieces of ice in a wine glass, add a measure of Cointreau. Swing it in the glass and allow it to cloud. For a longer drink add soda and a slice of orange.

#### Cointreau Sling

To one part Cointreau add two parts Italian Vermouth, two parts gin, ice and aerated lemonade. For gala occasions, add slices of orange and cucumber and a cocktail cherry, mint or borage.

#### Cointreau Cooler

To one part Cointreau add two parts orange juice. Add ice and soda water, a thin slice of orange and—if you care for it—a slice of cucumber. A refreshing, invigorating drink.

#### White Lady

To one part Cointreau Liqueur add two parts pin and one part fresh lemon juice. Shake well on ice and serve. The dry and distinctive flavour of Cointreau melds with fresh lemon juice and gin.

#### Cointreau Sidecar

To one part Cointreau Liqueur add two parts gin and one part fresh lemon juice. Shake well on ice and serve.

Cointreau, with its subtle flavour, is not only a satisfying drink on its own or mixed, but it is also an exciting ingredient in all kinds of sweets and entrées. There are many uses for Cointreau to give your cooking a distinctive subtlety. It is for the cook with the luxurious feeling who treats all her guests as gourmets. There follow some suggestions for using Cointreau Liqueur in cooking and in drinks.

#### Chocolate Whip (4 portions)

Decoration	4 oz plain chocolate
4 tablespoonfuls double cream	2 oz butter
4 chocolate discs	1 oz golden syrup
	1 teaspoonful instant coffee
	3 tablespoonfuls top milk or thin cream
	4 tablespoonfuls orange juice or squash
	2 tablespoonfuls Cointreau
	1 egg white

Break chocolate into a basin standing over hot water. Add butter, golden syrup and coffee. Stir until melted. Beat in top milk or cream and orange juice or squash. Remove from heat and whisk occasionally until creamy thick. Stir in Cointreau and fold in lightly the stiffly whisked egg white. Turn into four or five glasses. Leave to set for a few minutes at room temperature. Decorate each with a whirl of whipped cream and a chocolate disc.

#### Cointreau Moss (3-4 portions)

Decoration	3 large eggs
4 tablespoonfuls double cream	2 level dessertspoonfuls caster sugar
Orange coloured sugar	3 teaspoonfuls lemon juice
	4 tablespoonfuls orange juice
	2 tablespoonfuls Cointreau



Chocolate Whip, Cointreau Moss and Melon Cocktail in glasses by Wuidart





Cointreau Sling, Cointreau Cooler and Cointreau Liqueur

Separate egg whites from yolks of eggs. Add sugar to yolks and whisk until pale in colour and creamy thick. Stand the basin in a pan of hot water and continue whisking until the mixture begins to thicken. Whisk in the fruit juices and Cointreau a little at a time. When thick pour into glasses frosted with egg white and orange coloured sugar. Leave to cool. Top each with a whirl of whipped cream and coloured sugar.

**Caramel Creams (6 portions)**

- 6 oz granulated sugar
- 4 tablespoonfuls water
- 1 dessertspoonful Cointreau
- 3 large eggs
- 1 pint milk
- 2 tablespoonfuls sugar
- 2 tablespoonfuls Cointreau

Melt sugar in water over low heat without boiling. When clear boil until the syrup begins to turn pale golden brown. Remove from heat, sprinkle in the dessertspoonful of Cointreau and pour a little of the caramel into each of twelve dariole moulds, tilting the moulds to line bottom and sides. Stir the hot milk into the slightly beaten eggs, strain, add sugar and Cointreau and pour into the moulds. Steam gently until firm—about half-an-hour. Remove from the pan and when cool turn out on to a serving dish. If liked, serve with cream, lightly flavoured with Cointreau.

**Melon Cocktail**

- Ripe melon
- Cointreau
- Caster sugar

Cut ripe melon into small cubes or balls. Add sugar to taste and a teaspoonful of Cointreau to every two tablespoonfuls of prepared melon. Mix well, cover and chill for at least an hour in the refrigerator before serving. Melon dressed in this way makes a delicious *hors d'œuvres*, a cold dinner sweet or a popular refresher.



Chocolate Whip (left) and Cointreau Moss

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## CATERING EQUIPMENT

### Packaged Air-conditioning Units

PACKAGED air-conditioning units now marketed in Britain by Chrysler International are the result of continuous development and design improvements from the original ideas of the founder of the Corporation, Walter P. Chrysler. Considerable attention has been paid to the design, stability and functional appearance of the packaged units and the free-standing console type in particular takes up a small floor area. Yet it has a much larger duty capacity than that of any air-conditioning unit of comparable size. For example, a 3 hp unit, with an output of 30,000 BTU/hr, and 1,200 cu ft of air per minute, requires a floor area of only 35in by 20in. The complete range of this equipment covers units of 3, 5, 7½, 10 and 15 hp. Engineered to give the highest possible efficiency each of these units utilises a hermetically sealed, direct drive compressor, designed and manufactured by Chrysler.

### Slimline Refrigerator with Deep-cold Freezer

Twelve pounds of frozen foods can be kept up to three months in the full-width deep-cold freezer of English Electric's latest table-top refrigerator of 4.1 cu ft capacity. Of elegant, square-cut design, Slimline 41 is finished in white or cream with a neat charcoal grey trim on the front of the cabinet. Other refinements are an interior light, separate meat and salad crisper drawers, and the refrigerator is mounted on rollers. Slimline 41 is now being distributed at a retail price of 63 guineas (including purchase tax). The cabinet is of welded high quality steel, rustproofed and finished in stoved synthetic enamel; thermally insulated with glass fibre; mounted on two rear rollers. Vitreous enamelled table-top at standard 36in height has a raised back edge to prevent spills, and is heat and stain resistant. It can be removed so that the refrigerator fits under a working counter if required. The door is hinged on nylon bearings, opens within cabinet width, has a pull-open latch, and chromium-plated handle. Door storage provides a large dairy-keeper with spring-loaded pull-down door; two shelves for small and tall bottles; a third shelf with removable plastic egg-holder for 15 eggs. A plastic mat protects the bottom shelf from bottle scratches.

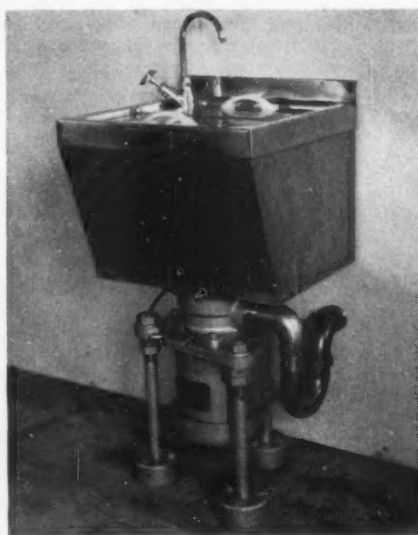
### Water Softener

The new Econa water softener is produced at precisely the same retail price as Economic (and other softeners) sold before the war. The price of £5 19s 6d plus 10s 5d purchase tax, may be recouped in as little as 12 months from the reduction of

soap and detergent costs. Recharging the device with 1½ lb of cooking salt, after each 125 gallons of soft water have been enjoyed, takes only minutes and a few pence in cost. After about eight years, the softening material may require renewing for about 48s at present prices. Apparently such parts as are involved on this new softener, and there are surprisingly few, can be replaced quickly by the works. It is stressed that this service is only likely to be required if parts are actually lost as the chrome on brass metal parts are robust and the plastic body of the softener (which is replaceable) virtually indestructible. The new softener is available direct from the makers, Economic Water Softeners Ltd, Aqua Works, Highlands Road, Shirley, Solihull.

### Garbage Auto Units

Two Disposomatic garbage disposal units, made by Haigh Engineering Co Ltd, of Ross-on-Wye, Herefordshire, have been ordered by a Swiss shipping company for two Universal Bulk Carriers being built in the Yugoslavian shipyard Brodogradiliste at Rijeka. When completed, the ships will join the fleet of nine deep-sea cargo vessels owned by various Swiss



Disposomatic galley waste disposal unit



Economic water softener

companies and managed by Suisse-Atlantique of Lausanne. Suisse-Atlantique state that this is the first time such units have been fitted in any of their vessels and that the experiment is being watched with interest. The two new ships, each of 18,500 dwt, have their accommodation and superstructure aft. Fitted in the galleys on the poop deck, the Disposomatics dispense with the need for waste containers by pulverising and discharging the waste direct into the sea. The 1-hp motors of the Disposomatics are powered by 440-volts 3-phase 60-cycles supply and have been designed to conform with the Bureau Veritas Class 'B' insulation regulations. The Haigh Company states that the comminution chambers and grinding gear are proof against the effects of sea water.

### Barbecue with Kebab Attachment

The Snax-o-matic barbecue is specially designed to make cooking a simple operation. No special staff is required and this little machine is the perfect answer for cooking poultry, joints, steaks, chops, bacon, sausages, pastry, mushrooms, eggs, toast and fish etc. All the accessories are quickly and easily interchangeable. There is the baking attachment which has four rotating stainless steel trays and this is suitable for cooking or warming pies, pasties, sausage rolls etc. The Kebab attachment gives a great deal of scope not only for cooking Kebabs but one can prepare a number of appetising dishes by using the Kebab skewers. The grilling tray is ideal for all types of grilled food and of course, toast etc. Fully



Left: A Snax-o-matic barbecue

loaded the Snax-o-matic will cook six chickens (about 2 lb each in weight) taking 35 minutes cooking time. Special features are the all-electric Simmerstat control, infra-red heating, the long ring timer (needs no watching), and the hotplate for warming pans etc.

### New Electronic Cooker

Joints cooked in a fraction of the usual time—frozen foods thawed in seconds. These are the outstanding features of an entirely new type of oven, destined to revolutionise modern catering. The Thompson-Tappan Electronic Range, now being shown for the first time by Rowyn Ltd, operates on a principle of microwave cooking . . . that is, by high frequency radio energy that produces heat within the food, while the oven itself remains at room temperature. Leading industrial and commercial caterers are already showing keen interest in the oven, which has the immediate advantage of making it pos-

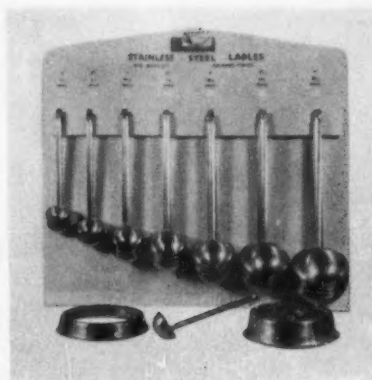


A Thompson-Tappan electronic oven

sible to speed service by making pre-prepared or refrigerated foods ready for serving almost instantly, without loss of food value or flavour. Elimination of heat and fumes gives the oven a ready application in the increasingly popular back-bar cooking in restaurants and grills where meals are produced in full view of the customers. In this context, the Thompson-Tappan electronic oven is already on show in the Rowyn demonstration Restaurant, Au Coin du Feu, in Kensington, London.

### Stainless Steel Ladles

Entering the stainless steel field for the first time, Samuel Groves & Co Ltd, of Birmingham, the makers of the well-



Right: Range of Mermaid stainless steel ladles

known "Mermaid" brand of aluminium ware, have announced the introduction of a range of stainless steel utensils designed specifically for hotel, canteen and hospital use. The range includes ladles, plate covers and rings, and fish slices. A great deal of market research was done by Samuel Groves & Co Ltd before making these utensils, the styling and quality of which have been specially planned with the needs of the catering trade in mind. For instance, the ladles have an extra large capacity per diameter which is branded on the handle of each ladle. Prices are extremely competitive without any of the quality or finish being sacrificed.

### Counter Type Bain Marie

Probably the largest producers of counter-type equipment are Electroway Heaters Ltd, of Loughborough, Leicestershire. One of their recent items is a counter-type Electroway bain marie with twin boilers, which has been introduced to meet



Electroway counter type bain marie

the needs of those requiring a combination unit having facilities for boiling rapidly and thereafter maintaining the heat of soups, sauces etc, in the automatic bain marie (dry heat) portion at the front. Control of the boiler plates is by Simmerstat, and of the bain marie portion by automatic thermostat operated by a numerically engraved dial and associated neon indicator lights. Rated at 2,900 watts, it operates at 200/220 or 230/250 volts AC. Dimensions are 18in x 18in x 10 $\frac{3}{4}$ in and the weight is 45 lb.

### Beefburger Making Machine

The Ministeak is basically a lever operated meat pressing machine, novel in conception and easy in action. It converts beef, pork and other mince into circular burgers of any thickness up to  $\frac{3}{4}$ in. Taking only a few seconds, 'burger making is extremely simple. First, after bringing the lever into the upright position (thus ensuring the piston is at the lowest point), a wax-paper disc is placed in the container. Then a quantity of mince (according to the thickness of the burger required)





Left: The Ministek beefburger machine

Centre: EUK "Frit-out" deep fryer model AE, with an oil capacity of 24 pints

Right: The Progress (Universal) Multiple machine



is placed in the machine. Another disc is placed on the top and the cap closed down and fastened. The lever is moved down, the piston forces the mince against the cap and produces a perfect 4in diameter burger with protective wax-papered covering on both sides, ready to fry or grill. Of solid construction and weighing 22 lb, the Ministek is engineered with precision and is designed for easy cleaning, which takes only 30 seconds. Retail price, which includes a recipe book and an additional supply of waxed paper discs, is £14 10s from O. L. Smith & Co Ltd, 56 Wrayfield Road, Cheam, Surrey.

### New Mincer

Two other new pieces of equipment recently introduced by O. L. Smith & Co Ltd are the "Casadio" mincing machine and the "Forza" bench model meat and bone saw. The Casadio mincer produces crisp mince with effortless ease due to the fact that it has been geared to the task. It is powered to take overload stresses. Incorporated are such refinements as an anodised aluminium feed tray that will not chip, crack or craze; stainless steel self sharpening plates and knives, thereby eliminating the need for frequent sharpening; stainless steel bowl situated into the base of mincer for hygiene; all gears enclosed in visible oil bath (no oiling necessary); large built-in motor unit (size 12 machine has 1hp motor, size 22 has 1.2hp motor); dismantled in seconds for cleaning, all parts in contact with meat being removable. Two finishes are available, stove enamelled or chrome plate on brass. The plate ring and worm are in heavy quality chrome. Output, size 12 200/275 lb per hour, size 22, 275/375 lb per hour.

### Meat and Bone Saw

The "Forza" band-saw is of solid construction with a built-in motor and chrome plated work table. A thrust bearing placed at the base of the blade tension spring ensures the fullest registration of sensibility. A register fitted behind the upper handwheel allows the centring of the blade on the handwheels. The direction of the blade while in operation is kept by a vertically adjustable guide as well as by a small block inserted into the table. This is made from a very hard and wear resistant material. The machine is fitted with a mobile guide to enable even cuts. The "Forza" ribbon saw is covered for protection against accidents. Two models are available: medium and large with 6¾in x 6¾in and 8in x 8in sawing ranges respectively.

### Deep Fryer with Oil Filter

A unique patented automatic oil filter is claimed to be one of the outstanding features of the EUK Fritout (pronounced freetoo) deep fryer. Seven different models are offered of this Swiss-made high-quality fryer supplied in the United Kingdom by EUK Catering Machinery Ltd, of Oldham, a member of the Steel group of companies. A "cool zone" with built-in automatic filter captures loose food particles and the constantly circulating oil is thus kept clear. A wide variety of foods may be cooked in the same oil without any danger of flavour transfer. With the Fritout it is necessary to clean the filter only once each week and as a result the oil need not be strained after every frying. Obvious advantages result from

this feature in terms of oil and time saved. No smoke or smell is experienced because the oil cannot overheat. A sensitive thermostat maintains the oil at a constantly correct temperature by automatically controlling the power. The specially designed telescopic electric element, while being totally immersed in the oil during operation, may be lifted clear to permit thorough pan cleaning. Its quick heating characteristics ensure that cold oil quickly reaches frying temperature and the telescopic design—which gives a higher heat transfer with a lower power consumption—cuts cold recovery time to a minimum.

### Wide Scrubbing/Polishing Machine

What is believed to be the world's widest scrubbing and polishing machine has been introduced by Progress (Universal) Ltd, 590-594 Wandsworth Road, London SW8. The Progress Multiple covers a 36-in path for extra rapid cleaning and is easily handled by one operator. It incorporates all the unique features of the Progress Universal floor maintenance machine. The following specifications apply to each of the three machines used to form the Multiple:

**Motors:** Three AC ¾ hp induction squirrel cage types, capacitor start and run. Sealed against water.

**Drive:** Direct eccentric drive from each motor shaft. Only two moving parts on each assembly. No gears, pinions or belts.

**Current Consumption:** 1,800 watts (total).

**Weight:** 169 lb.

**Speed of Brush Movements:** 2,800 oscillations per minute per assembly.

**Dimensions:** Height to top of motor 7½in, diameter 14in. Oscillating played brush works right in to the skirting. Overall width 3ft.

**Capacity:** Suction polishing and sweeping 18,000 sq ft per hour. Scrubbing 12,000 sq ft per hour.

Cow & Gate Ltd are developing the sale of rindless English cheeses abroad. They claim to have solved the difficulties of travel and to have trebled their export trade in traditional English cheeses by maturing them in polythene wrapping.

Smedley's Ltd, who launched their Ravioli in tomato sauce in the retail market last year, have now produced this product in an A2½ can which contains 73 pieces of Ravioli, sliced button mushrooms, onions, rich tomato sauce and other ingredients.

Cinzano Ltd have produced a documentary film describing how Cinzano Vermouth is made, and how Cinzano sparkling wines are made and stored. Copies are obtainable on loan on application to Giordano Ltd, 38-40 Windmill Street, London W1.

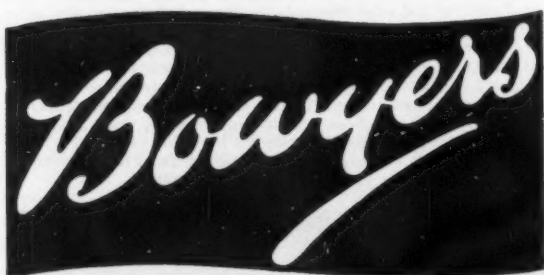
Cecil Macdonald & Co Ltd, ship store representatives for Bell's Scotch whisky, Harvey's of Bristol, Abdulla and Black and White cigarettes, Four Square tobacco, and Truman's beers, have moved to 80 Fenchurch Street, London EC3 (Royal 9371).



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## The "Empress of Canada"

### A SURVEY OF THE CATERING ARRANGEMENTS AND ACCOMMODATION

THE NEW Canadian Pacific passenger liner *Empress of Canada* (27,284 grt) sailed from Liverpool on her maiden voyage to Montreal on April 24. Built by Vickers-Armstrongs (Shipbuilders) Ltd at Walker-on-Tyne, she was fully described and illustrated in THE SHIPPING WORLD of 26 April 1961. Having accommodation for a total of 1,048 passengers (192 in first class), she has been designed with a view to cruising in tropical waters during the winter. Her crew numbers 510.

All space in a large passenger vessel is valuable and great care was taken in the planning stages that none was wasted in the *Empress of Canada*. Thus, it was essential in the arrangement of passenger and crew services and all housekeeping facilities to introduce the most modern of labour-saving equipment and to give special attention to its installation where the operator will derive the maximum of benefit from it, but this introduction of modern equipment and planned layouts is still far removed from bringing automation to the kitchens and services of the vessel. The individual care of the skilled craftsman under the supervision of the experienced Chef always remain the vital factor. Much ingenuity has been exercised in providing adequate stowage facilities for the thousand and one items of foodstuffs alone. It is necessary in a large passenger liner to stock an incredible variety of produce in readiness to meet the many special dietetic requests received often without prior warning. For example, there are 45 different varieties of baby foods always carried as stock, yet occasionally request is made for a particular brand, perhaps a local product, which tests the skill of the Chef in preparing a pleasing alternative.

An interesting feature of the provision stowage spaces in the vessel is the result of much thought and detail work on the part of the naval architects in arranging supplementary stowage facilities adjacent to both the dry provision rooms and the domestic refrigerator chambers. This extra provision stowage space is required only

when the vessel cruises; on the regular North Atlantic service it will be used to good advantage in the drive for increased cargoes between Canada and Great Britain—an excellent example of method planning with precious space.

#### Handling Fresh Milk

Several interesting and new features in shipboard catering have been introduced into the kitchens and services of the *Empress of Canada* while retaining the best of the old and well-proven ideas that have stood the test of time and experience. Canadian Pacific can be proud in their claim to be among the pioneers in British shipping lines with up-to-date and hygienic methods of handling fresh milk and cream. This has always in the past presented a hygiene problem on board ship, but in the *Empress of Canada* specially designed chilling dispense cabinets have been installed and milk churns manufactured specially to the company's specification have been supplied. This is comparatively new to Britain, but it is extensively used and indeed insisted on by the public health authorities in North America for the safe handling of fresh milk from the dairy to the consumer.

The installation of a water measuring and temperature tank for use in conjunction with the dough mixers ensures that fresh water in the correct quantity and temperature is always available to assist the baker in producing those crisp dinner rolls which are always so popular.

The temperatures of the vessel's domestic cold chambers range from 40/45 degrees for the safekeeping of dairy produce, fruit, fresh vegetables etc, to the minus 10/15 degrees required for quick-frozen foodstuffs. The vessel is self-supporting in ice. A fully automatic ice making plant is installed in the refrigerator space to provide an abundance of ice for the kitchens and the restaurants. In the bars there are modern ice cube machines.



An order for 75 chairs and settees for the "Empress of Canada" was placed with George Stone (Furniture) Ltd, High Wycombe, by Rowan & Boden Ltd, who were responsible for the ship's furnishings. Included in the order were 59 Derby and Devon chairs from the County range (left) introduced last autumn and designed by Jack Hills, design director of George Stone. These chairs have been placed in the veranda and first-class passenger suites. They are covered with British Replin fabrics in a range of striking new colours, and wood finishes are rosewood or teak. Other George Stone chairs and settees, including items from the Milan group (right), upholstered mainly in hide and with wood finishes of paldao, weathered sycamore, french walnut or mahogany, were ordered for the officers' quarters, including the captain's day cabin





The decor of the vessel's public rooms and stateroom accommodation is attractive and stimulating, but the endeavour to provide a pleasing colour scheme in the passenger spaces has not ceased at the door leading behind the scenes, and thought has been given to eliminating that drab appearance which formerly was accepted as unavoidable in the working spaces of the older ships. The kitchens, for example, are among the best lighted rooms in the vessel, with gleaming bulkheads, masses of stainless steel equipment and work tables, relieved by a blue panelled ceiling and blue accessories.

The attractive colour scheme has been continued in the staff and crew accommodation, dining rooms and recreation spaces. In the officers' dining room a blue theme has been introduced, while in the corresponding room on the opposite side of the ship, where the female staff dine, a delicate shade of pink has been used. Both these rooms are adjacent to and on the port and starboard side of the first-class restaurant with direct access from the main kitchen to provide quick and efficient service to the officer personnel on one side, with junior staff members on the other side. A system of general messing for all departments in the various categories has been introduced into this vessel instead of the numerous separate messrooms favoured in the past. This innovation should promote greater efficiency in catering and at the same time be to the advantage of the ship's staff and crew.

The main laundry plant in the vessel is well worth a visit and many a shore based laundry establishment would be envious of the array of automatic washers, hydro-extractors etc. A flow-through of 10,000 pieces of linen per day should present no problem to a few trained operators. In addition to this laundry for handling the ship's wash there is a fully equipped launderette, where passengers have the free use of modern washing machines, spin dryers and ironing tables.

To meet the ever increasing demand for good wines and other refreshments, the beverage service facilities has received the attention which this important section of the hotel department warrants. A red wine room, a cool room for champagnes and white wines, a tobacco room with humidor for choice cigars, are a few of the many requirements necessary to provide both the connoisseur and the layman with a variety kept under excellent conditions.

#### Furnishing

The *Empress of Canada* is probably the first major passenger vessel whose entire interior decoration has been the responsibility of a single consultant. As a result, passengers enjoy a high standard of comfort combined with an outlook which is given interest and excitement by a bold but coherent use of colour. Mr Paul Gell, consultant designer to the Canadian Pacific Steamship Company, has in fact created a ship interior which is modern in effect, while retaining the conditions of comfort and harmonious decoration essential to a passenger vessel. Since the *Empress of Canada* is likely to be used



A corner of the large kitchen

for either or both the North Atlantic run and pleasure cruises, the decorative scheme had to combine the warmth necessary to smooth the rough passage and the liveliness required to spice the more leisurely journey. Varied use of colours and patterns, on floor and furniture coverings, as well as in the spaces themselves, achieved this seemingly contradictory end.

The selection of the appropriate fabric is all important for the success of a furnishing scheme. Replin has been used in staterooms and public spaces, its colour and texture being variously exploited in both plain and striped patterns, whether used separately or in combinations of both. Altogether 1,500 yards of this finely woven, hard wearing fabric provide upholstery for this ship.

Over 150,000 sq ft of Waverite was used in the ship. One of the unusual aspects of the decor is the variety of specially designed Waverite murals; of particular interest is the seaweed Waverite panelling in the Coral Pool, designed by Paul Gell, and the attractive murals in the nurseries designed by John Griffith. Standard patterns of Waverite have been used elsewhere: the walls in the crew's mess are surfaced in zig-zag yellow, with table tops in Stardust Blue, and the entrance hall of the Coral Pool is panelled in White Goldust. Full use has been made of the large variety of Waverite patterns in other locations.



The *Empress of Canada* is the first ocean-liner application of Paniquil padded and quilted plastics panelling. Children travelling tourist class have a spacious "rumpus room" named "The Den". At the after end of the Promenade Deck, separated to some extent from this main room, is a large recess for housing cots, and it is in this recess that 352 sq ft of Paniquil—made up of

eleven 8ft by 4ft panels—has been used as a wall covering. The pattern and colour—large (8in) diamond in hydra-gea blue—have been selected from the standard Paniquil ranges. The most unusual feature of the application has arisen from the fact that when the liner is being used for cruises, "The Den" is for "tots" of another kind and becomes the verandah cafe and bar.

## Cooking in Aluminium Foil

### ECONOMIES FROM UNION-CASTLE TESTS

FIRST-CLASS catering with exquisite foods has for many years been one of the acknowledged achievements of the major shipping lines. Now still further to improve cooking on board their ships, the Union-Castle Line is using aluminium foil, which not only makes higher standards possible, but also affords considerable economies.

After exhaustive tests conducted in their own catering school using 0.025mm and 0.018mm foils supplied by Venesta Foils Ltd, the Union-Castle Line has adopted aluminium foil for cooking throughout its fleet of 13 passenger ships. The first shipping line to employ foil regularly in this way, Union-Castle, are as a result setting a new high standard of shipboard catering. This statement is no empty claim but is based upon two fundamental facts established by the tests.

First, it was evident that foods cooked in foil maintained more flavour, and were at once more succulent and tender. Secondly, tests showed that the shrinkage with conventional roasting—normally ranging from 25 to 30 per cent—could be considerably reduced, with an average overall saving of 10 per cent. These two points are obviously interrelated. When cooked in foil, all the juices and fats of the meat do not drain into the dish, but are retained in the foil wrap and cooked into the joint. In this way the meat retains its full succulence and flavour and, of course, a higher percentage of its weight.

To particularise, after plain roasting and basting it was shown that an 18-lb turkey yielded an average of 6 lb of useable flesh, and even cooked with care the bird

is frequently over-browned, and the meat dry. On the other hand tests showed that a bird of the same weight cooked in foil gave 7 lb of useable flesh, 17 per cent more—or in practice an additional six to ten portions from the bird. Equally, if not more important, the meat retained its delicate flavour and was juicy and tender with a golden brown skin. Similar tests were conducted with lamb and beef with corresponding results. In every instance the joints cooked in foil showed a smaller weight loss, and a better quality and flavour.

Besides the merits of foil in the actual cooking, its use in a galley provides three very important ancillary advantages insofar as:

- (i) it eliminates the need for constantly basting joints, etc,
- (ii) saves still more time and labour because cooking trays are easier to clean after use, and
- (iii) it helps retain the heat in the cooked article right up to the time of carving and serving.

Thus this modernisation of the Poêle or paper bag method of cooking means less work and better organisation in the galley—significant points since the basic axiom of all good cooks is the old French proverb *Le Bonheur c'est L'Ordre*. Certainly this is particularly relevant in Union-Castle liners where the passengers are invited to visit the galleys.

While the major emphasis here has been placed on the cooking of meats, foil is also being employed in Union-Castle galleys for a variety of other purposes, for example, baking cakes, and, when cruising, wrapping picnic luncheons for passengers. At this time experiments are also being conducted with various gauges of Venesta foils for wrapping products for storage in coolers. Here the inherent qualities of foil make it the ideal wrap. The reasons: foil is non-toxic and a good insulator; impermeable by moisture so that it prevents moisture getting into—or out of—the product wrapped; and, similarly it is a complete barrier against odours, thereby preventing one food being tainted by the smell of another in a refrigerator. In point of fact it is not generally appreciated that a product wrapped in foil is packed in solid metal.

These technical qualities are naturally appreciated more by the Union-Castle catering department, but here it is the practical results that count. These results are best summarised authoritatively by Mr R. L. Collignon, Superintendent Chef of the Union-Castle fleet, who says:

"While we have effected an economy, our primary interest in using foil has throughout been directed toward conserving flavour during cooking, thereby enabling us to serve food to the highest epicurean standards. This we have done most successfully. I might add that many ladies who have been conducted round our ships have commented favourably on our use of foil in the galleys and—more important—on the food, which is proof of the pudding . . . and of the foil."



Mr Albert Day (right), Supervisory Chef for the Union-Castle Line at London Docks, wrapping beef in foil ready for the oven in the galley of the "Warwick Castle"

# THE SHIP'S MENU

SOME EXAMPLES OF MENUS RECENTLY PRESENTED

## Ellerman's Wilson Line

Specimen menus typical of one week's service to crews on board the company's cargo vessels generally.

### Monday

#### BREAKFAST

Quaker Oats or Cereals to order  
Kipperd Herring  
Fried Egg  
Grilled Danish Bacon  
Sauté of Kidney  
Rolls Preserves  
Tea Coffee

#### DINNER

Potage Parmentier  
Roast Beef, Yorkshire Pudding  
Horseradish Sauce  
Baked and New Potatoes  
Dressed Cabbage  
Lemon Sponge, Vanilla Custard

#### TEA

Fried Fillets of Cod, Orly Sauce  
Cornish Pasties  
Creamed Potatoes

#### Cold

Roast Leg of Pork Pressed Beef  
Fresh Salad  
Tutti Frutti Ices  
Preserves Tea

### Tuesday

#### BREAKFAST

Quaker Oats or Cereals to order  
Smoked Cod Fillets  
Fried Egg  
Grilled Danish Bacon  
with Tomatoes  
Rolls Preserves  
Tea Coffee

#### DINNER

Cream of Celery  
Roast Pork, Apple Sauce  
Baked and New Potatoes  
Macedoine of Vegetables  
Chocolate Pudding, Vanilla Sauce  
Fresh Fruit

#### TEA

Fried Haddock Fillets  
Steak and Kidney Pie  
Creamed Potatoes

#### Cold

Roast Beef Bologna Sausage  
Fresh Salad  
Cream Ices  
Preserves Tea

### Wednesday

#### BREAKFAST

Quaker Oats or Cereals to order  
Bombay Curry and Rice  
Fried Egg  
Grilled Danish Bacon  
with Bread Croûtons  
Rolls Preserves  
Tea Coffee

#### DINNER

Potage Sydney  
Chicken Stanley  
Baked and New potatoes  
Julienne Carrots  
Apple Charlotte, Custard

#### TEA

Spaghetti Italienne  
Grilled Lamb Cutlets  
Garfield Potatoes

### Thursday

#### Cold

Danish Pork Brawn Roast Beef  
Fresh Salad  
Fruit Flan  
Preserves Tea

#### BREAKFAST

Quaker Oats or Cereals to order  
Smoked Haddock Fillets  
Fried Eggs  
Grilled Danish Bacon  
Grilled Pork Sausage  
Rolls Preserves  
Tea Coffee

#### DINNER

Potage Egyptienne  
Roast Lamb, Mint Sauce  
Baked and New Potatoes  
Garden Peas  
Swiss Pudding, Dundee Sauce  
Fresh Fruit

#### TEA

Herrings in Tomato  
Braised Steak, Onions Orlando  
Creamed Potatoes

#### Cold

Roast Pork Liver Sausage  
Beetroot and Onion Salad  
Neopolitan Ices  
Tea Preserves

### Friday

#### BREAKFAST

Quaker Oats or Cereals to order  
Grilled Yarmouth Bloaters  
Fried Egg  
Grilled Danish Bacon  
Baked Beans On Toast  
Rolls Preserves  
Tea Coffee

#### DINNER

Cream of Chicken  
Roast Beef, Yorkshire Pudding  
Horseradish Sauce  
Baked and New Potatoes  
Dressed Cabbage Haricot Beans  
Coconut Pudding, Vanilla Custard

#### TEA

Yorkshire Rarebit  
Grilled Pork Chops  
Lyonnais Potatoes

#### Cold

Luncheon Meat Roast Lamb  
Fresh Salad  
Pears Condé  
Preserves Tea

### Saturday

#### BREAKFAST

Quaker Oats or Cereals to order  
Kipperd Herring  
Fried Egg  
Grilled Danish Bacon  
Grilled Calves Liver  
Preserves Rolls  
Tea Coffee

#### DINNER

Vegetable Soup  
Roast Lamb, Mint Sauce  
Baked and New Potatoes  
Cauliflower Suprême  
Steamed Fruit Pudding



**TEA**

Fried Fillet of Sole  
Ham and Egg Pie  
French Fried Potatoes

**Cold**

Ox Tongue    Salami Sausage  
Fresh Salad  
Apple Pie à la Mode  
Preserves    Tea

**Sunday****BREAKFAST**

Quaker Oats or Cereals to order  
Madras Curry, Patna Rice  
Fried Egg  
Grilled Danish Bacon  
Dry Hash Cakes  
Rolls    Preserves  
Tea    Coffee

**DINNER**

Potage St. Germain  
Roast Chicken, Savoury Stuffing  
Baked and New Potatoes  
French Beans  
Ginger Pudding, Sweet Sauce  
Fresh Fruit

**TEA**

Salmon Mayonnaise  
Scotch Eggs  
Straw Potatoes

**Cold**

Luncheon Meat    Roast Pork  
Cold Slaw Salad  
Bakewell Tart  
Fruit Cake  
Preserves    Tea

**Cunard Line**

Luncheon on board R.M.S. "Queen Mary" at Southampton on 23 May 1961 to celebrate the 25th anniversary of her maiden sailing on 27 May 1936.

Poule Au Pot, Ancienne  
Dorf Johannesburg, 1957  
Filet de Sole, Bonne Femme  
Clos Vougeot, 1955

**Liqueurs****Cigars**

Carré D'Agneau, Beaucaire  
Petits Pois    Pommes Parisienne  
Asperges Hollandaise  
Mousse Aux Fraises

Fromage    Café

## Eggs for the Caterer

### V—EGG SAUCES

THE British Egg Marketing Board has published an illustrated book entitled *Eggs for the Caterer*, by Henry Smith (price 15s). We publish here the fifth of a series of abstracts from this valuable publication, which we think may be of special interest to our readers.

There is an almost endless variety of egg sauces ranging from the popular Egg Sauce frequently served with poached, steamed or baked white fish, to the more exotic Mayonnaise, Hollandaise and Béarnaise Sauces.

**MAYONNAISE SAUCE**

Ingredients	100 portions	50	25
Yolks from Large Eggs	24	12	6
Olive Oil	8 pt	4 pt	2 pt
Mixed Mustard Seasoning	2 oz	1 oz	½ oz
Tarragon Vinegar	1 pt	½ pt	¼ pt

A lot of nonsense has been written about the making of mayonnaise. But it is not a difficult task: follow these simple rules to obtain perfect results:

1. Get all ingredients together 1 hour before making. Do not attempt to use oil at 70 deg F (kitchen temperature) with egg yolks taken straight from the refrigerator at 35 deg F.
2. For each pint of olive oil you need the yolks of 3 eggs of not less than Standard (2 oz) size.
3. We advise the use of ready-mixed mustard seasoning to avoid hit-and-miss methods of a pinch of this, and a pinch of that. It should be used in the proportions of ¼ oz seasoning for each pint of oil.
4. Use Tarragon vinegar, 2 to 3 oz for each pint of oil, depending on the strength of flavour required.
5. Add the oil slowly at first; drip by drip, quicker as the sauce gains volume. Hand whisk or automatic mixer can be used.

**Method**

1. Read carefully and follow all the foreword notes to this recipe.
2. Blend together the yolks, seasoning and one-third of the vinegar in mixing-machine bowl.
3. Commence whisking while adding the oil in a very thin stream at the early stages.
4. When 1 pt of the oil has been added and well whisked in,

let the oil flow into the mixture in a slightly thicker stream, whisking all the while.

5. As the mayonnaise begins to thicken add a little more Tarragon vinegar to keep the consistency to that of semi-whipped cream.
6. Continue adding oil and vinegar and ensure that the whisking is carried on without a pause till all the oil is absorbed.
7. Adjust the seasoning and vinegar depending on individual taste.
8. The sauce is now ready for use.

**Note**

For Mayonnaise Cream Sauce mix ¼ pt whipped cream with 1 pt of Mayonnaise.

**EGG SAUCE FOR FISH**

Ingredients	100 portions	50	25
Butter	12 oz	6 oz	3 oz
Flour	12 oz	6 oz	3 oz
Milk (scalded)	8 pt	4 pt	2 pt
Mixed Seasoning	2 oz	1 oz	½ oz
Hard-cooked Eggs	24	12	6
Lemon Juice	2 oz	1 oz	½ oz
Chopped Parsley	8 oz	4 oz	2 oz

**Method**

1. Melt butter in a thick saucepan large enough to take all the ingredients.
2. Add flour gradually and stir with a wire whisk until mixture is smooth.
3. Gradually add scalded milk to roux; stir briskly and constantly between each addition of milk until quite smooth.
4. Add seasonings. Simmer 5 to 10 minutes to complete cooking; stirring as necessary.
5. Add lemon juice and chopped parsley; reduce heat to prevent further simmering.
6. Put the hard-boiled eggs through a wire egg cutter and slice them julienne-style into strips.
7. Fold the sliced eggs gently into the sauce and serve.

W. M. Still & Sons Ltd, have appointed Mr H. Vahrmeijer as their sole agent in Holland. Mr Vahrmeijer has already been carrying out maintenance and service of Still's equipment installed in Holland and is, therefore, well known in the Dutch catering trade. His address is: Herengracht 427, Amsterdam C.

## Furnishing and Fabrics

### A SURVEY OF CURRENT TRENDS

#### Textured Plastic Laminate

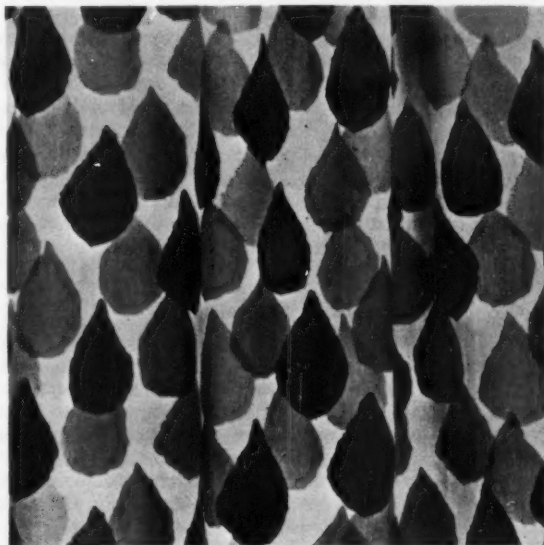
TO CATER for the varying needs Swedish Perstorp, the original plastic laminate, is now available in a wide range of new patterns, grades and colours. The new range of three grades will include Swedish Perstorp Relief, the first textured plastic laminate, and Swedish Perstorp Minor, a thinner and more economical version of the laminate which has been specially designed for the vertical surfaces of furniture and for walls and partitions. Subject to the use of top quality core and first class fabrication, Minor can also be used horizontally. The popular Swedish Perstorp Standard range, which is being used increasingly for horizontal applications and whenever particularly hard wearing qualities are required, will remain unaltered but is available in 15 exciting new colours and patterns. Also available is a Swedish Perstorp Post-Forming grade, which is produced in many colours of the standard range. This grade can be formed in either direction and several curves over radii as small as  $\frac{1}{2}$ in can be made in the same plane. Swedish Perstorp Relief is designed for specialised application to walls and other surfaces requiring particularly high aesthetic standards. Its light reflection is low and it gives an impression of softness and warmth. Easy to fix, Perstorp Relief opens up new possibilities for the treatment of vertical surfaces. It is available in six soft and agreeable pastel colours it comes in sheet sizes 8ft 4in by 3ft 8in.

Swedish Perstorp Relief makes it possible to obtain an entirely new decorative effect as light reflection, which cannot be avoided when using a normal decorative laminate, is considerably reduced. The new Perstorp Minor grade is thinner, more economical and is specially designed for the vertical surfaces of furniture and for walls and partitions. It is possible to curve it in a cold condition and it can also be postformed with infra-red equipment for curves of small radii down to  $1\frac{1}{2}$ in externally and  $\frac{3}{4}$ in internally. It is available in a range of

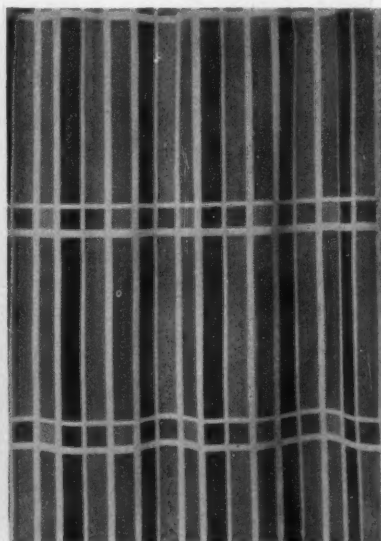
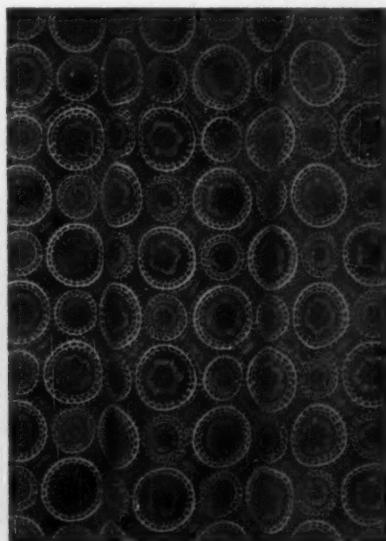
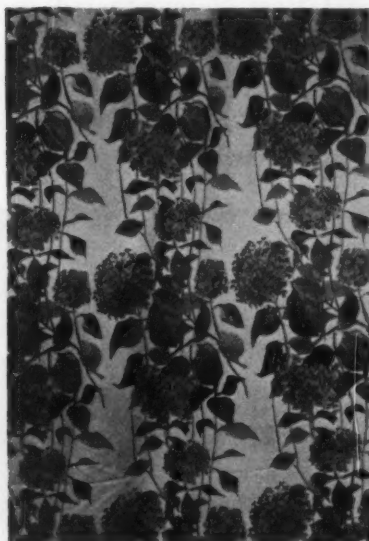
25 colours, patterns and woodgrains. Swedish Perstorp is manufactured by Skanska Attikfabriken A/B, at Perstorp, Sweden, and is marketed in Britain by Perstorp Products (Gt Britain) Ltd.

#### Furniture and Fabrics in the "Canberra"

STANDARD CONRAN furniture has been specified for public areas and cabins in the P & O-Orient liner *Canberra* and many variations of standard models have



"Zuleika" fabric by Conran & Co, used in the "Canberra"



Hull Trader's fabrics in the "Canberra": left, "Hydrangea", centre, "Ravenna", and right, "Venetian Stripe"



The No. 148 "Lido" chair by Conran & Co, used in the "Canberra"

also been supplied. A total of 148 specially designed stacking arm chairs called "Lido" were manufactured by Conran Furniture. They have been used by the swimming pool during the day and in the night club during the evening. The arm chair is hand-made in teak with a split cane woven back panel: the fabric used on the loose covers for the seat, "Rendle", was specially designed and woven for this chair by Conran Fabrics Ltd. Over 16,000 yd of Conran fabrics have been specified for the ship. Included in this total are ten specially commissioned designs.

#### Printed Fabrics in the "Canberra"

OVER TWO MILES of the textile design "Ravenna" have been used in the liner *Canberra*. "Ravenna" is one of Hull Traders' range of printed fabrics, and about 4,000 yards, in black on a deep crimson ground, have been printed on textured cotton for the vessel. It is used in the first-class cabins, for bedspreads, curtains for wash-basin recesses, squabs for glass fibre chairs, and covers for convertible bed-settees. The bold design and rich colour of this fabric, which is based on the Ravenna Mosaics, should show to great advantage against the charcoal coloured carpets, and white walls with areas of soft peacock blue, in which the cabins are decorated. "Ravenna" was inspired by the mosaics in the 5th century tomb of the Roman Empress Galla Placidia at Ravenna. Three other Hull Traders' fabrics also used in the *Canberra* are "Hydrangea" in clear blue and green on a white ground, used for curtains in the women officers' rest rooms; "Venetian Stripe", in grey, white and stone, for curtains in a deputy purser's dayroom and bedroom; and "Safari", a heavy jaspé linen in lilac, for loose

covers in the women petty officers' quarters. "Ravenna" is available in red, blue, green, pink and sepia, on a plain cotton; "Hydrangea", heavy cotton satin, in blue/green/white only; "Venetian Stripe", heavy cotton satin, three colourways, predominantly grey, gold and blue; and "Safari", heavy jaspé linen, is available in 20 shades.

#### New Designs from the Carpet Manufacturing Co Ltd

MODERN ABSTRACT PAINTING is one of the strong inspirations for carpet design today. The free pattern forms and subtle colourings lend themselves well to carpet designs, as does the textured feeling of modern painting. The Carpet Manufacturing Co Ltd is producing 23 new designs for 1961-62, and 15 of them show this abstract trend, with a mosaic pattern predominant in five designs. Two other new designs are not so easily categorised. One has swirling, flowing lines in green and deep turquoise, while the other is a rich, bold, modern, floral motif design in mauve, black and off-white on a subtle green ground. Of the six remaining designs, three are chintzes; the rest are an "Adam" style, a recoloured and simplified oriental Saraband pattern on a bright rust ground and a traditional design in three tones of red. Colour in carpets is changing. Grey is now overtaking red as background colour, after a long period of the two running parallel. Of the 23 new designs eight have grey backgrounds, five red, four green, two black, one brown/ginger, and one blue. Grey takes top place particularly in the abstract patterns, since it gives the designer a neutral background for the colours demanded in modern interiors such as mauve, purple, olive green, scarlet, off-white, beige, and sky blue.



A selection of carpet designs by the Carpet Manufacturing Co Ltd



### Glass-Fibre Furniture

THE NEW glass-fibre divan bases now being introduced by Vitesta Ltd are among the first products in the company's effort to find new applications of reinforced plastics. This new subsidiary of Vitafoam Ltd is already moulding several chairs, including a new double shell easy chair which was introduced at the 1961 Furniture Show. Among their engineering mouldings are refrigeration components and other fabrications. The establishment of the new company, Vitesta Ltd, is a major step in making Vitafoam a complete source of modern furniture components. Moulded latex foam cushions, Vitaweb rubber strapping or hook-on platforms, and the new Vitesta glass-fibre shells all of which help to make furniture lighter, simpler and more comfortable. Vitafoam's contracts department offers a series of special products and services for contract furnishing and now has a London office at 12a St George Street, Hanover Square, W1. Their latex foam mattresses are becoming increasingly popular in contract work because of their durability, non-mechanical comfort, hygienic superiority and minimal maintenance requirements. These qualities were underlined recently by a contract to provide 67,000 latex foam mattresses to the Army and the RAF—one of the largest single orders for mattresses ever placed. Complementary to these mattresses are Vitafoam's matching divans or the new glass-fibre divan bases, where modern construction has virtually eliminated upkeep expenses. Vitesta Ltd, a reinforced plastics design and production supply service, can produce mouldings in small quantities or large, and can do matched metal mouldings for all purposes. Vitafoam also make a wide range of standard latex foam upholstery cushions for bench seating and other applications and can meet any special requirements.

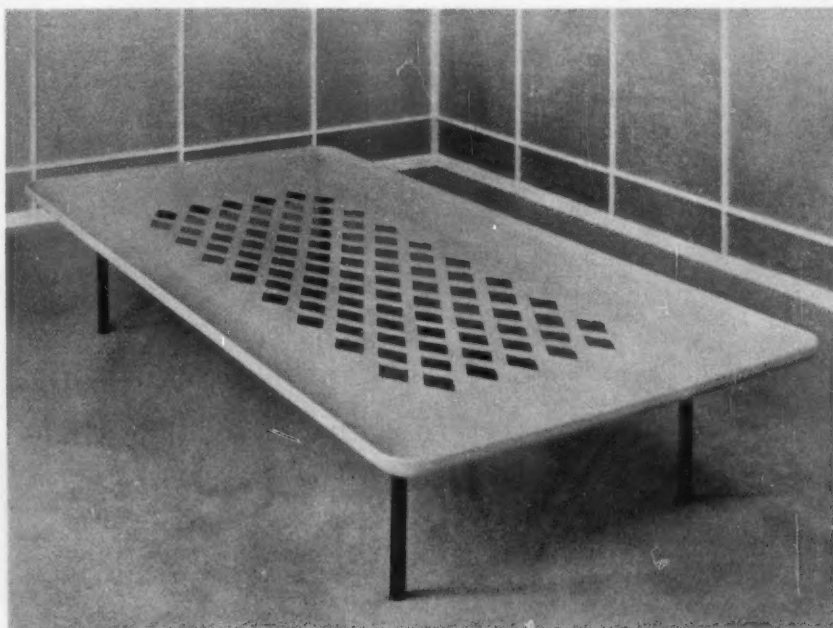
### Public Spaces in the "Northern Star"

GOOD TASTE AND STYLE will be coupled with a number of modern and original ideas in the decoration, furnishing and planning of the new Shaw Savill liner *Northern Star*. Contracts for public rooms and swimming pools have recently been placed with Heaton Tabb, Waring & Gillow, Heal's Contracts, Maples, Trollopes, and Vickers-Armstrongs. Possibly one of the most striking rooms will be the beautiful and spacious forward lounge. Comfortable armchairs and settees in a harmonious setting of soft colours will provide passengers with a feeling of elegant luxury in restful surroundings. In pleasant contrast the Tavern with its gay continental atmosphere will be the focal point for those who prefer dancing and youthful conviviality. Two smaller and more intimate rooms open out of the lobby leading to the forward lounge. On the starboard side, there is a Library while on the port side, there will be the writing room, arranged

in a practicable manner to ensure a sense of privacy. The cinema lounge will have a high ceiling of over 18ft. This room is exceptionally spacious, offering seats for a total of 600 people at film shows, including 200 in the tip-up seats on the balcony. Immediately forward of the cinema, the smart and comfortable smokeroom will make the ideal place for a cocktail before dinner and a game of cards in the evening. This will be an extensive shop area, which will include hairdressing salons. Two identical restaurants, one forward and the other aft of the centrally placed galley will serve a total of 750 people at each of the two sittings. Passengers will be seated at tables for two, four, six and eight. Two special rooms are set aside for younger people. The recreation room caters for older children who wish to play gramophone records, play table tennis and to dance, while the infants' room will cater for the very small traveller. Adjacent to the recreation rooms is a keep-fit room with suitable gymnastic apparatus. The Shaw Savill Line has engaged the services of Miss E. A. Pinching, who will be responsible for the selection of the materials and furnishing for the public rooms.

Batchelors Foods Ltd, of Wadsley Bridge, Sheffield, announce the appointment of Mr Cecil White as export manager to the company. Mr White has been with Batchelors since 1946 at the end of his war service. He joined the company as a member of the sales force in the Leicester area and has successively held positions as materials controller, personal assistant to the chairman, chief buyer, and most recently as the brand manager responsible for the successful introduction of meat products to the company's range—Steak & Kidney Pie and the 100 per cent all meat product Chopped Pork and Ham launched in 1960, and the new Beef Steak Pudding.

At the Shepton Mallet factory of Showerings Ltd the popular drink Babycham is bottled at the rate of 24 bottles—one case—every second. Electronic counting equipment installed by Associated Electrical Industries Ltd (Electronic Apparatus Division) is used on each of the six capping and labelling lines, the light beam of a photo-electric relay installed in the line being interrupted at the rate of about four bottles every second.



(Right) One of the glass fibre divan bases by Vitesta Ltd

## CATERING NOTES

### Insect Pest Control in Ships

A SIMPLE, inexpensive and effective means of control and prevention of insect pests in ships' holds and accommodation spaces is by using Fumite smoke generators. They comprise pyrotechnic ingredients contained in aluminium canisters. Ventilators and portholes must be closed prior to treatment and the generators evolve a dense white smoke when lit with a match. The smoke consists of many millions of microscopic particles of powerful chlorinated hydrocarbon insecticides which are so small in size that they diffuse completely in the air in the same way as a true gas. Skilled operators are unnecessary as distribution of the insecticide is quite automatic. All insects present at the time of treatment are killed, and a microscopic deposit remains on surfaces to deal with later hatchings or re-infestation from other sources. The insecticides used are virtually non-poisonous to mammals and the cost of treatment per 1,000 cu ft is only a few shillings. Sizes of Dieldrin/Lindane generators are available to suit most cabin and galley spaces and larger units of pure Lindane generators treating 10,000 and 40,000 cu ft are available for treatment of ships' holds. In spite of the low list prices, quantity discounts are available to shipowners. The manufacturers are Waeco Ltd, Fumite Division, High Post, Salisbury, Wiltshire.

### Sophisticated Potatoes

Potatoes for cocktail parties do not sound very sophisticated but they are excellent and tasty and have the advantage that they can be prepared beforehand without the danger of becoming dry. These are a few suggestions for buffet and cocktail parties. Creamed potato makes an economical and easy-to-prepare decoration for many canapés.

Use crisp, small rounds of fried bread and luncheon biscuits topped with piped mashed potato mixed with:

1. Liver paté and Worcester sauce. Garnish with gherkins.
2. Sieved, hard-boiled eggs and mayonnaise. Garnish with shrimps.
3. Minced ham and minced chives. Garnish with cocktail onions.
4. Mashed sardines and mayonnaise. Garnish with sliced tomato.

For party kebabs serve the following on cocktail sticks:

1. Cubed potato (new ones are best) cocktail sausages, tomato and cocktail onions.
2. Cubed potato wrapped in anchovy fillets with cucumber.
3. Cubed potato wrapped in ham, with cucumber and cocktail onions.

4. Alternate sliced sausage, cubed potato, tomato and cocktail onions.
5. Cubed potato, shrimps and cucumber.

### Instant Potatoes

Kraft Foods recommend the following recipes for Idaho Instant Creamed Potatoes, the use of which eliminates storage, washing, scrubbing, peeling and wastage problems.

#### *Kraft Idaho Instant Creamed Potatoes* (12 No 16 Scoop servings)

Add  $\frac{3}{4}$  oz Kraft Spray skimmed milk powder to 5 oz Kraft Idaho Instant Potatoes. Boil 1 pint water and pour into automatic mixer. Add salt and switch on to low speed. Gradually add combined powders and beat till well blended. Add  $1\frac{1}{2}$  oz Kraft catering margarine and beat till light and fluffy using high speed for last few seconds. A softer mashed potato can be obtained by adding hot milk. The quantity will obviously be determined by the caterer himself, and caterers in soft water areas will find that the yield is greater.

#### *Kraft Idaho Instant Potatoes (Baked) in Aluminium Foil Shells* (size of shell exercises portion control)

- $4\frac{1}{2}$  oz Kraft Spray skimmed milk powder
- 16 oz Kraft Idaho Instant Potatoes
- $2\frac{1}{2}$  oz Kraft catering margarine
- $3\frac{3}{4}$  pints water
- $\frac{1}{2}$  oz salt.

Combine milk and potato powders. Boil water and pour into automatic mixer. Add salt and switch on to low speed. Gradually add combined powders and beat till well blended. Add margarine and beat until light and fluffy using high speed for last few seconds. Fill into aluminium foil shells and flash under the grill for a few seconds.

#### *Kraft Idaho Instant Duchesse Potatoes*

- 2 lb Kraft Idaho Instant Potatoes  
(reconstituted)

- 3 egg yolks
- Salt and pepper
- Nutmeg

Add egg yolks, margarine, seasoning and nutmeg to creamed potatoes. Pipe out in fancy shapes on a greased tin. Brush lightly with egg and bake at 400 deg F Gas No 6 for 15 minutes.

### Increasing Soup Sales

For the first time since entering the British market two years ago, Campbell's Soups Ltd announced its sales figures. Speaking in London recently, Mr R. H. Beeby, Campbell's managing director, said that total retail soup sales in Britain had grown from £19 million in 1958 (the year before the Campbell Kitchens were completed in King's Lynn) to £25.5 million in 1960. In 1959, Campbell's first year in Britain, total soup sales were £20.5 million. Campbell's sales to date have been  $2\frac{1}{2}$  times larger than the company's original estimates. "Since entering the market in 1959, our sales have exceeded £5,500,000—the equivalent of two cans for every person in Britain," Mr. Beeby said. "Originally, we thought our first year's sales would total no more than £1,000,000. But in the first fiscal year our sales totalled £2,700,000. This year our sales are running 10% higher." Sixty per cent of all condensed soups sold is Campbell's. "Campbell's, the world's largest soup manufac-



*Kraft Instant Creamed Potatoes with mashed sardine on sieved hard-boiled eggs, garnished with anchovies, olives and sliced cocktail onions*

turer, prefers the condensed form because of the economy for the consumer and because of the many sauces and ingredient uses which require the condensed product. Today more than 29 per cent of canned soup sales are condensed soup and the percentage continues to increase. Unit sales of other types of soup—ready-to-serve and packet—also are increasing, but their share of the market has declined since the introduction of condensed soup." The new Campbell's plant at King's Lynn, now being enlarged, exports to 40 different countries.

### Air Catering

Mr Cliff Cork, Supervisor of Dining and Commissary in the United Kingdom for Trans World Airlines, has more to do with babies' nappies and feeding bottles than any man with a 2½-years old son deserves. Inside his store at London Airport, mainly under Customs bond, is a vast range of goods from lollipops and cocktail cherries to talcum powder and safety pins. There are 32 different types of liquor and cigarettes and 520 other items in his care. One of the main features of his work is the meal service. He is responsible for seeing that the high quality of the breakfasts, lunches and dinners served on board is maintained at all times. A typical first-class dinner on a TWA Super Jet out of London for New York runs to seven courses plus the accompanying aperitifs, wines and spirits. For example:

Saumon Fumé d'Ecosse  
Canard à l'Orange  
Petits Pois à la Française  
Pommes Dauphine

OR Tournedos Bèarnaise  
Pommes Dauphine  
Haricots Verts

OR Filet de Sole Cardinal  
Pommes Persillées

Salade Panachée  
Plateau de Fromages  
Choix de Pâtisseries  
Corbeille de Fruits  
Café

### Tests on Insecticide

After exhaustive tests, the Good Housekeeping Institute has awarded its Seal of Guarantee to Lakil insecticidal paint and

undercoat. Lakil was stated to be satisfactory in all cases and to justify the manufacturer's claims. The report declared: "The undercoat provides a good surface on which to apply the finishing coat. They are both easy to apply and spread evenly, giving good obliteration. Laboratory tests indicate that the paint contains a powerful insecticide which appears to give good protection against wandering pests". Practical tests with furniture beetles, flour moths, silverfish, cockroaches and blue-bottles proved that the paint was lethal, over varying periods, to all varieties of insects tested. The report concluded that "the rapid killing of crawling and flying insects is obvious. During tests in the homes of Institute staff, it was noted that there were no flies or other insects in places where the paint was used." Made by J. Manger & Son, of Kingsland, London E8, Lakil is a gloss enamel which contains two deadly insecticides, Aldrin and Dieldrin. One paralyses the insect, while the other makes it head instinctively for the open air. The latter quality ensures that dead insects do not litter surfaces inside the building where they may help to breed infection.

### 3-Minute Mashed Potatoes

Mashed potatoes can be prepared and ready for service in three minutes with a new Bibby product which is being specially manufactured to meet the needs of catering establishments of all kinds. Bibby Quick Potato Flakes are made by a unique process of dehydration and is said to give a higher yield than any other similar product. One bag will give 13½ lb of mashed potato ready to serve, 72 × 3-oz servings, at a cost of just over 1d per serving. They make mashed potato with a smooth, creamy texture, entirely free from graininess and grittiness, so they can be used for any recipe which calls for mashed potatoes. There is no wastage. A caterer can prepare just as much as he wants when he wants it, so that there is no need to prepare a large quantity of potatoes against an uncertain number of customers. The price and quality of Bibby Quick Potato Flakes will remain substantially the same, whereas with raw potatoes price and quality must vary with the season and the year. Moreover, there is no wastage with the flakes as there inevitably is with raw potatoes. They are lightweight and easy to store, clean and hygienic; and, of



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are saying  
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course, when the flakes are used it will no longer be necessary to store sacks of dirty potatoes. They will keep for many months if stored in a cool, dry place. In the dehydration process the water is removed from the potatoes in 20 seconds; consequently, there is no damage either to colour or flavour.

### Quick Frozen Fish for Shipping

With the retirement of Mr H. J. Mackenzie, Chief Purchasing Superintendent, Cunard Line, it is interesting to note that Mr H. A. Bateson, Shipping Manager, Ross Group, Grimsby, is today the only active survivor from the small group whose aim was to introduce quick chilled fish to shipping companies



MR A. H. BATESON,  
shipping manager of the  
Ross Group

as long ago as 1933. It was after hearing Mr Bateson's convincing sales talk that the late Mr Percy Setterfield, at that time Chief Catering Superintendent of the Cunard Line, finally decided that quick-chilled fish should be carried and tested by various ships of the Cunard fleet. One vessel in this pioneering venture which received an initial quota of samples was the old *Aquitania*, and a reminder of this significant event still exists in Ross Group records in the shape of a copy of the Chief Steward's report on his return from the voyage. From this small, speculative beginning the trade has grown into the vast business which today meets both ship stores and export demands.

### Cooking with Guinness

Guinness is brewed only from hops, barley, water and yeast. Its dark colour and special flavour is derived from the roasting of some of the barley. The rich creamy head is the working of the pedigree yeast. It adds a spicy tang when used for cooking, but with most dishes it needs diluting a little. This suits the cook well, as there is usually some left in the bottle to drink neat while the dish is cooking. There follow some Guinness cooking recipes recommended by the brewers.

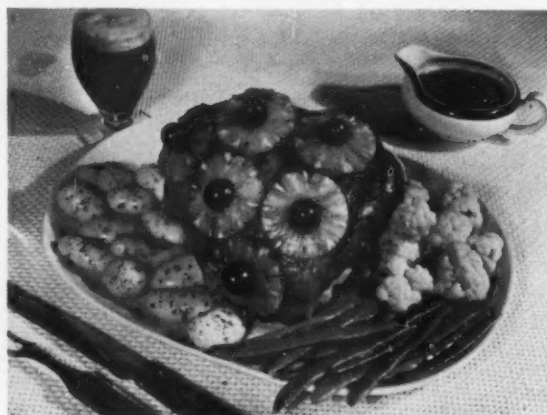
#### Baked Gammon with Pineapple

- |                      |                                     |
|----------------------|-------------------------------------|
| 5-6 lb corner gammon | Soft brown sugar                    |
| 1 onion peeled       | 1-pint Guinness                     |
| 1 potato peeled      | 15-oz can pineapple slices          |
| 1 bay leaf           | Maraschino cherries or black grapes |

If the gammon is very salt, soak it in water overnight, then place it in a saucepan and cover with fresh cold water. Bring to the boil with the pan covered, skim well, add onion cut in half, potato (which also helps reduce the salt), and bay leaf. Bring again to the boil and simmer for 40-45 minutes. Remove, drain and pull off the skin.

Place the gammon in a roasting tin, fat upwards, and pat a good layer of brown sugar all over it. Pour the Guinness into the tin and bake at 450°F or No 8-9 gas for 15 minutes to caramelize the sugar, then lower heat to 350°F or No 4 gas. Arrange the pineapple rings over the sugar, sticking them in place with cocktail sticks, sprinkle with more sugar if desired, and baste with the Guinness. Now allow 15 minutes per lb baking, and baste occasionally. Place the cherries or grapes in the centre of each pineapple slice for the last 10-15 minutes.

Remove the meat to a hot dish. Pour 1 gill of the liquor in which the gammon was boiled into the tin, bring to the



Baked Gammon with Pineapple

boil and allow to bubble furiously until it is reduced by about one-third. Serve separately.

*Note:* If 'green' (unsmoked) gammon is used, or ham, the soaking and the potato are unnecessary. If a smaller joint is used, boil for 30 minutes, then proceed as above.

#### Game Soup (for 4)

- |   |                        |
|---|------------------------|
| Bones of any game carcass               | 1 stick celery         |
| 1 quart bird stock, or made with a cube | Salt, pepper           |
| 2 oz bacon                              | 1 gill Guinness        |
| 1-2 oz shallots or onion                | 2-3 tablesp. port      |
| 1 small turnip                          | 1 gill tomato juice    |
|   | Worcester sauce (opt.) |

Break up the carcass bones and place them in the oven at 375°F or No 5 gas for ½ hour. Turn them into a large saucepan and cover with the stock. Add the peeled and roughly chopped vegetables, diced bacon, Guinness, port, tomato juice, salt (amount will depend upon the stock used) and pepper. Cover and simmer gently for at least 3 hours, skimming occasionally. Strain the soup, add a dash of Worcester sauce if desired, adjust seasoning and reheat.

*Note:* If a more substantial course is required, small Frankfurter sausages may be cooked in the soup for 8-10 minutes.

#### Roast Leg of Lamb

- |                          |                             |
|--------------------------|-----------------------------|
| Leg of Lamb              | 1 pint Guinness             |
| 1 clove of garlic (opt.) | 1 gill port or brown sherry |
| Olive oil                | 1 pint brown stock          |
| Salt, pepper             |                             |

Rub the meat all over with a cut clove of garlic if liked. Brush with olive oil, sprinkle with salt and pepper, place in the roasting dish and pour the Guinness over the meat, then roast as desired, basting frequently with the Guinness. Just before the joint has finished cooking, pour over the port or sherry. Remove the meat to a hot dish. Add the stock to the cooking liquor, skim off the fat, reheat and hand the gravy separately.

#### Stewed Ox Tail (for 4-5)

- |                             |   |
|-----------------------------|---|
| 1 ox tail (average 2-2½ lb) | 1 pint Guinness   |
| 1 oz flour                  | 1 pint stock or water   |
| Salt, pepper                | 3-4 oz carrots sliced thickly                                     |
| 1½ oz butter or bacon fat   | Bouquet garni (parsley, thyme, bay leaf, 2 cloves, blade of mace) |
| 2-3 oz onion sliced         |   |

Wash the tail, dry it and cut at each joint. Roll the pieces in seasoned flour and fry them in the fat until brown all over. Remove to a casserole. Fry the onion to a good brown in the remaining fat, blend in the rest of the flour and continue frying for 2-3 minutes. Stir in the Guinness and stock and bring to the boil stirring. Pour into the casserole, add the carrots, bouquet garni tied in muslin, and season with salt and pepper. Cover closely and simmer very gently in the oven for 2½-3½ hours, or until the meat is really tender.

*Note:* This dish is improved by being cooked a day in advance of requirement and allowed to get cold, so that the coagulated grease which settles on the top when it is cold may be removed. It may be served on a hot dish garnished with mounds of diced glazed vegetables.

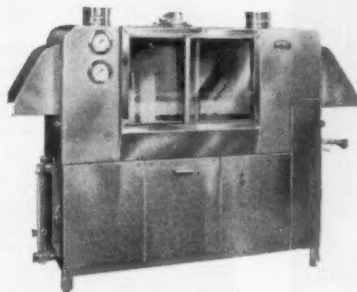
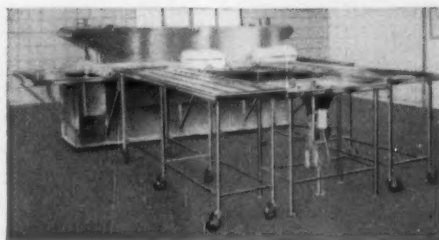
### Moorwood-Vulcan Acquire Euk

Moorwood-Vulcan Ltd, the Anglo-American catering equipment firm formed in February by Moorwoods Ltd of Sheffield

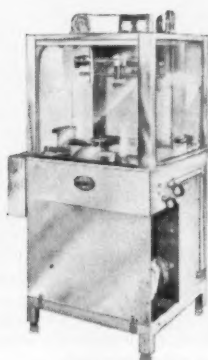
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'AA' model, up to 300  
meals per hour.

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- ★ 'AA' up to 300 meals per hour.
- ★ 'B' up to 600 meals per hour.
- ★ 'CA' up to 1,000 meals per hour.
- ★ 'BAR' Rotary Machine up to 600 meals per hour.
- ★ 'CAR' Rotary Machine up to 1,000 meals per hour.

The rotary conveyor on the Dawson Deluge 'BAR' and 'CAR' dishwashing machines is covered by British Patent No. 659237 and international patents.

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At a reception given in London by Moorwood-Vulcan were (left to right) Mr J. Worswick, sales director, Mr J. A. Dewar, Clan Line catering manager, Mr R. Hill, lately provost chief of Royal Mail Lines, and Mr C. McIver, head of Union-Castle Line catering department

and the Vulcan Hart Corporation of America, has now acquired the business of EUK Catering Machinery Ltd. Mr Tom Firth, who is chairman of Moorwood-Vulcan, and Mr R. Ivor Slater, managing director of Moorwood-Vulcan Ltd, have joined the board of EUK. Moorwood-Vulcan recently organised the first Anglo-American exhibition of catering equipment in London, which aroused considerable interest and was attended by more than 1,000 people. On show was a completely new range of British-made catering equipment which, through American styling and production techniques, can improve food and cut costs. The 100-years old Sheffield firm became famous for its purpose-built catering equipment which, through American styling and production techniques, can improve food and cut costs. The 100-years old Sheffield firm became famous for its purpose-built catering equipment which, through American styling and production techniques, can improve food and cut costs. The 100-years old Sheffield firm became famous for its purpose-built catering equipment which, through American styling and production techniques, can improve food and cut costs.

### Mushrooms in Season

In the autumn and late summer both field and cultivated mushrooms are available in many areas. As a result prices are more reasonable than during the rest of the year and it is the most practical time to add mushroom preserves to the stores.

**Pickled Mushrooms:** Wash small button mushrooms and if they are more than an inch in diameter cut them into quarters. Put the mushrooms into a saucepan with a very small amount of butter and sprinkle liberally with salt, simmer until tender. Fill the jars and pour in the liquid from the pan to not more than two-thirds up the jar. Top each jar with boiled seasoned vinegar (6 peppercorns and 1 bay leaf to 1 pint malt vinegar). Seal jars and keep for at least a week before using. One pound of button mushrooms fills a 1 lb jam jar.

**Dried Mushrooms:** Any quantity and any sized mushrooms can be preserved by drying; when dried they should be an eighth to a sixteenth of their original weight. Thread the mushrooms on a piece of string and hang them in a warm place—over the pilot light of a gas stove is ideal. The temperature should be between 75 and 85 deg F; excess heat will not give satisfactory results. When dry and fairly brittle store the mushrooms in an airtight tin until required—they can be used to flavour stews, soups and sauces; simply pour boiling water over them and leave for five minutes before adding them to the dish.

**Duxelles:** This is a paste made of mushrooms which is used to flavour soups, stuffings, omelettes etc. Prepare some small bottles. Any quantity of mushrooms may be used and these should be well washed, squeezed as dry as possible and then finely chopped. Melt a small knob of butter in a saucepan, add the chopped mushrooms, season with salt and pepper and cook until dry. After the first few minutes it is necessary to stir the mushrooms constantly to prevent burning. Put the

Duxelles into the clean jars, press down firmly, cover with waxed paper or a layer of lard and an outer seal and keep in a cool dry place.

### Mushroom and Tomato Chutney

- |  |                    |
|--|--------------------|
| 1 lb mushrooms                                   | 1 lb ripe tomatoes |
| 3 large onions halved and thinly sliced          | 5 oz brown sugar   |
| 2 green peppers, sliced after removing the seeds | 1½ oz salt         |
| 1 pint vinegar                                   |                    |
| ½ teaspoon of pepper, ground                     |                    |
| ginger and mace separately                       |                    |
| Grated rind and juice of 1 lemon                 |                    |

Scald and peel the tomatoes, cut into quarters removing most of the seeds, chop the flesh and put into a pan with a thick base. Wash and chop the mushrooms, add to the tomatoes together with the rest of the ingredients and simmer for 1 to 2 hours. Time depends on how long the chutney is to be kept—for longer storage the chutney should be more liquid at the end of cooking. Put into dry jars and seal.

### Tests with Maize Oil

Experiments carried out with the deep frying of equal quantities of fish, fritters, chips etc have shown that Glenville Maize Oil (made by Glenville's Ltd, Tunnel Avenue, London SE10) showed a loss of only 9 per cent in use, compared with 14 per cent with cooking fat, 16 per cent with lard and 20 per cent with dripping. Also, for experimental purposes, doughnuts, fruit fritters, fish and chips were cooked in the same oil. It was found that there was no flavour transference and the food was non-greasy and crisp. The smoking point is 430 to 500 deg F, and the flash point 575 to 640 deg F, an important safety factor. For roasting, Glenville Maize Oil is excellent for brushing over a joint before placing in the oven. For a joint which requires basting, two or three tablespoons added to the roasting tin are ample. The high smoke point eliminates fumes, and as the oil does not splutter the oven is kept clean. The following recipes are recommended:

### Mayonnaise

- |                              |                |
|------------------------------|----------------|
| To make approx 5 pints       |                |
| 2 quarts Glenville Maize Oil | 3-4 oz salt    |
| 12 egg yolks                 | Pepper         |
| 1 gill vinegar               | 12 peppercorns |
| 1½ oz sugar                  | 1 bay leaf     |
| Made mustard, if liked       |                |

### Method:

Reduce the gill of vinegar to one-half by boiling together with crushed black peppercorns and bay leaf. Allow to cool. Place egg yolks in mixer with salt, sugar and pepper and beat well. While beating hard, pour in the oil in a slow thread. When mayonnaise is very thick and all oil absorbed, beat in the strained reduced vinegar, and mustard (if used).

### French Dressing

- |                              |             |
|------------------------------|-------------|
| To make 4-5 pints            |             |
| 2 quarts Glenville Maize Oil | 3-4 oz salt |
| 3-4 pint vinegar             | Pepper      |
| 2 oz sugar                   |             |

### Method:

Beat the salt, sugar, pepper well into the vinegar and add oil fairly slowly while beating hard.

### Glenville Salad Dressing

- |                                   |             |
|-----------------------------------|-------------|
| To make 5-6 pints                 |             |
| 2 quarts Glenville Maize Oil      | 2 oz sugar  |
| 1 pint Glenville Pure Lemon Juice | 3-4 oz salt |
| 8 oz finely chopped onion         | Pepper      |
| 4 oz finely chopped parsley       |             |

### Method:

Blend the onion, parsley, salt, sugar and pepper into the lemon juice and add oil gradually while beating. This is excellent with all salads, but particularly so with tomato salad.

### Sand Cake

- |                               |                    |
|-------------------------------|--------------------|
| To make 10 lb approx          |                    |
| 1-½ pints Glenville Maize Oil | 18 eggs            |
| 4½ lb flour                   | 2½ lb sugar        |
| 4 oz Glenville Baking Powder  | Water if necessary |
| ½ oz salt                     |                    |

### Method:

Sift the flour, salt and baking powder together. Cream the maize oil and sugar together (a very quick process this, compared with other shortenings). Beat in eggs two at a time and finally fold in the flour. If the mixture is too dry add a little water. Turn into greased cake tins and bake in moderate oven 45-55 minutes. Chopped walnuts or glace cherries may be mixed in with this cake. Other popular versions are iced, or split in two and then spread with a cream or jam filling.



**Fried Chicken Maryland**

To make 100 portions	
Glenville Maize Oil	Flour
25 small broiling chickens	Breadcrumbs
Salt, pepper	25 bananas quartered
Beaten egg and milk	6 lb sweet corn (canned)

**Method:**

Quarter the chickens, season pieces. Pass them through flour and beaten egg, roll in breadcrumbs. Fry golden brown in the deep fryer with Glenville Maize Oil. Place chicken pieces to keep hot and fry the bananas in egg and breadcrumbs in the same way. Serve the chicken garnished with fried banana and sweet corn.

**Recipes of the Month**

These are Smethurst's "recipes of the month" for May, June and July:

**CHICKEN SALAD CARMEN**

2 x 2½-lb Smethursts large Roasting Chickens  
1½ lb long grain Patna rice, cooked and cooled  
1½ lb (½ carton) Smethursts Green Peas, cooked and cooled  
4 red peppers, cut in strips and blanched

**French Dressing**

½ pint oil  
½ pint vinegar  
3 tablespoons mustard  
2-3 cloves garlic, crushed in salt  
Seasoning  
1 lb tomatoes  
2 bunches watercress } for garnish

1. Steam-boil chickens. When cooked, allow to cool. Remove meat from carcass and cut into pieces.
2. Mix chicken with rice, peas and peppers.
3. Prepare dressing and toss rice mixture in it.
4. Serve, garnished with tomatoes and watercress, with an accompanying green salad.

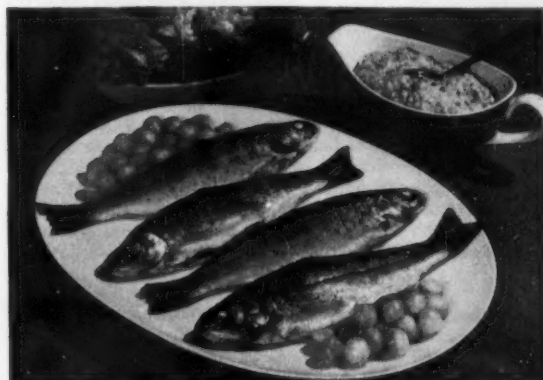
Serve 24 portions. Cost per portion 1s 2d including garnish.

**STRAWBERRY CREAM PUFFS**

Ingredients	Quantity	Portions: 24
Smethurst's Puff Pastry ...	1 sheet	Cost per portion: 6d approx
Strawberries ...	2 lb	Time: 1 hour
Double Cream, whipped ...	1 pint	
Icing sugar ...	for dredging	

Note: Raspberries are equally suitable for this recipe.

1. Roll out pastry to an oblong 12in by 18in.
2. Cut across and down into 24 3-in squares.
3. Place on a baking sheet and cook 7 to 8 minutes in a hot oven (Reg 8).
4. Split puffs in two places, spread the lower layer with cream and the upper with sliced strawberries.
5. Press lightly back into position and dredge with icing sugar.

**COLD POACHED TROUT WITH WALNUT DRESSING**

Ingredients	Quantity	Portions: 4
Smethurst's Frozen Trout ...	4	Cost per portion: 2/3d approx
Walnuts, finely ground to a powder ...	½ lb	Time: 20-25 min. approx (excluding the thawing time)
Water ...	½ cup (approx)	
White wine vinegar ...	2-3 tablespoons	
Chopped chives ...	1 tablespoon	
Cucumber balls ...	To garnish	

1. Allow trout to thaw for 2 to 4 hours. Clean and gut.
2. Poach gently for 7 to 10 minutes and allow to become quite cold.
3. Meanwhile prepare the dressing. Add the water and vinegar gradually to the powdered walnuts. Mix well together stirring all the time as for mayonnaise. Finally add the chopped chives.
4. Serve the trout garnished with cucumber balls and accompanied by the dressing.

**Kahlua is Here**

Kahlua, the famous coffee liqueur of Mexico has now been introduced to Britain. Made from fragrant Mexican coffee, Kahlua is a smooth liqueur with a romantic past, present and future. Although it has been drunk by Mexicans for many years, Kahlua only ventured abroad a few years ago, when it was introduced to the United States and is now enjoying a well-deserved success. Less than 12 months ago the Mexican distillers of Kahlua decided that their liqueur was suitable for the European market too. Now the Kahlua company in Mexico City has made an agreement with Peter F. Heering of Copenhagen, whose Cherry Heering already enjoys world fame, allowing them to manufacture and distribute Kahlua. Such was Heering's confidence in the Mexican liqueur that they agreed immediately to manufacture Kahlua and to organise distribution of it to those parts of the world not already covered by the Mexican distillers. Kahlua, like Cherry Heering, will be distributed in England, Ireland and Wales by H. Parrot & Co (London) Ltd, 5 Lloyds Avenue, London EC3, and in Scotland by Robertson & Baxter Ltd, 106 West Nile Street, Glasgow C1. Kahlua is available in three sizes: whole bottle 38s 6d; "take-home" size 19s 9d; and miniature 3s.

Moussac Limited, makers of the well-known sparkling wine, have announced the resignation as chairman of the company of Mr Michael Richards, who continues on the board as a director. Mr A. J. Shanks has resigned his managing directorship and has been appointed chairman of the board. Mr W. J. Lloyd has been elected to the board, and Mr Alexander Lewis Cameron has been appointed managing director. Mr Cameron has been closely connected with the licenced victuallers trade for many years and his experience extends over a wide field. He was previously sales manager of Britvic.

## SOME NEW LINES

### Paper Products

Hi-Dri paper towelling is now available in cut sheets, ranging in size from 36in x 36in to 12in x 24in, for use in the bakery and food industries as a wrapping medium. Because the towelling stays strong when wet it can be dampened before use. The use of Hi-Dri in sheet form does away with the time formerly spent in cutting up rolls of the paper towelling into the required sizes, each operative being issued with the requisite number of cut sheets at the beginning of a shift. Kimberly-Clark Ltd have also announced Delsey Toilet Tissue, a product specially designed for use in hotels, restaurants, ships, airliners and by the professions, is now available in pink as well as white. Delsey is the first really strong, yet soft toilet tissue—which is one of the reasons for its rapidly increasing popularity. The new pink colour is being introduced to meet a growing demand from hotel and restaurant patrons. Overseas visitors to Britain, especially Americans, are accustomed to a soft, coloured tissue.

### Plastic Bins

The Dunlop Rubber Co Ltd has produced a new range of Fortiflex plastic bins in three sizes: 18in top x 15in bottom x 18in deep (£2 12s 10d), 24 x 21 x 23¼in (£7 6s 7d), and 24 x 21 x 30in (£8 16s 11d). There are also two lids to fit these, the one for the smaller bin costing £1 2s 11d and the others £1 13s 2d.

### Dried Baking Yeast

Dried Baking Yeast is fresh yeast from which most of the moisture is extracted in a special drying plant. The secret of this process is that the yeast cells go into a resting stage and remain that way for several months, if retained in cool conditions, until mixed in warm water. Then the yeast becomes active again and able to make the dough rise. To supply an active yeast to bakeries in hot climates and remote areas without adequate transport facilities Centage Crown Dried Baking Yeast has been marketed. In parts of the world, particularly the tropics, where it is impracticable to obtain supplies of fresh yeast, Centage Crown Dried Baking Yeast is most valuable and properly constituted it will produce excellent bread. Centage Crown Dried Yeast is hygienically prepared

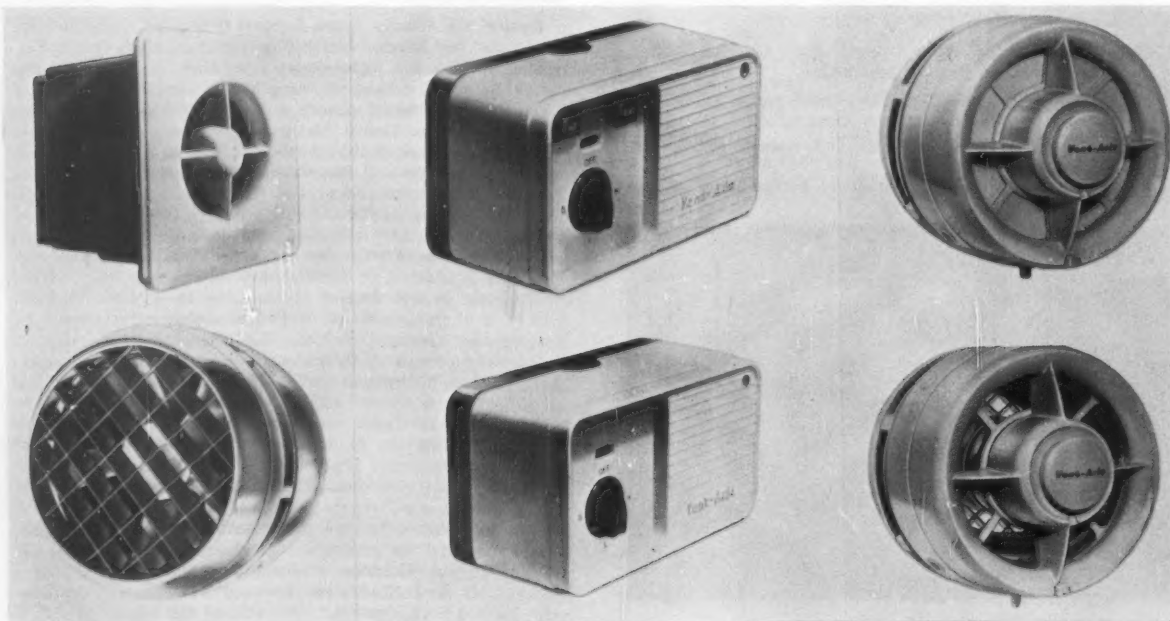


Centage Crown Dried Baking Yeast

in a modern factory from laboratory-tested yeast cultures. It is specially processed so that it retains full fermentative power under tropical or any other exacting conditions and does not require refrigerated storage at any stage. It is packed in vacuum tins and stocks can be safely held, thus reducing handling expenses, refrigeration costs, losses in use etc.

### New Vent-Axia Units

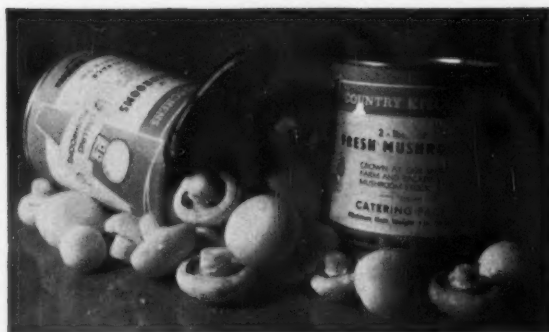
Now in its 25th year, the Vent-Axia Company is introducing a new and extended range of window, wall and roof ventilating units—all in four sizes and having a number of exclusive features such as automatic shutters, and choice of single directional or reversible control switches which boost the performance of the unit as well as giving the conventional low and normal running speeds. The new range, as illustrated, is made entirely of plastic, except for the electric motor. The motor is of the squirrel cage induction type, capacitor start and run, totally enclosed to protect from dust and moisture. It is amply rated for continuous full-load running on single phase 50/60-cycles supply. There is no radio or television interference. The squirrel cage rotor is an aluminium die-casting, dynamically balanced for smooth running. It runs, at any angle, in self-aligning, spherically seated porous sintered bronze sleeve bearings.



(Top) Vent-Axia wall model with ivory fascia  
(Bottom) Window model obtainable in black or ivory

(Top) Reversible control switch fitted with fuse and pilot light  
(Bottom) Single-direction three-speed control switch

(Top) Vent-Axia automatic shutter in closed position  
(Bottom) Showing shutter in the open position



### Canned Grilling Mushrooms

After many months of careful preparation and planning, during which the technical resources of the Metal Box Co Ltd played a valuable part, the Wrington Vale mushroom nurseries at Congresbury, Somerset, under the direction of Mr G. C. Griffiths and Mr W. A. Dawson, have introduced a catering pack of English grilling mushrooms, designed to provide a solution to the caterer's problem of the quantity of mushrooms he will need, when he will need them, and the current market price he will have to pay. Under the brand name of Country Kitchen, 2 lb of fresh mushrooms are packed immediately after picking, into a standard size A2½ can, with the addition of mushroom stock and salt.

After the canning operation is completed the resultant output is 1 lb 10 oz minimum, giving a drained weight of about 21 oz of ready cooked and prepared mushrooms, which only require heating before serving. The mushroom stock in which they are packed is excellent for use in soups or flavouring. The 21 oz of mushrooms have, of course, already sustained their normal cooking loss of weight in the canning process, and no further loss takes place in the heating before use. The sole distributors for the U.K. of Country Kitchen brand mushroom products are Barrow, Lane & Ballard Ltd, Canoe House, Monument Square, London EC3.

### New Kraft Cheeses

Kraft have added two more varieties to their Cracker Barrel range of pre-packed natural cheeses. The new additions are crumbly-textured Cheshire, wrapped in blue foil; and an old favourite, Scotch Cheddar, wrapped in tartan foil. There are big advantages of foil covering for natural cheese. Foil protects the cheese from deterioration and mould, and is better than any other packaging on the market for this purpose. Foils for the separate flavours are distinctively coloured while keeping to the brand styling. Kraft has already had great success with foil wrapped cheese in the United States, and Cracker Barrel is now recognised as "real" cheese (as opposed to processed cheese). It is a stick of cheese, taken from a large block of the finest natural cheese, and immediately wrapped. It will keep in a cool place for several days, although like all natural cheeses it is best kept at a temperature below 50°F.

New Kraft products shown below include two cheese spreads, a Scotch Cheddar and a Cheshire wrapped cheese and two sizes of bottled tomato ketchup



### New Cheese Spreads

Two new spreads now being marketed by Kraft are Blue Cheese and Cheese and Onion. The blue cheese spread is made from cheese produced specially for this purpose in Denmark. A new process is now being used at the Kraft Liverpool factory to ensure that the cheese and onion spread has a much higher and constant onion flavour than before. Packed in wide-necked jars with easy opening lids, the new spreads have eye-catching labels on which the names of the varieties are boldly and clearly written. Each 4-oz jar will cost 1s 4d. Cost to the retailer is 12s 10d per dozen jars.

### Tea Bags

Joseph Tetley & Co (Sales) Ltd have now set up a special department to service the catering user. The new department is organised under a director, Mr F. G. Coe. While the new department supplies tea and coffee in a wide range of qualities, either in bulk or packed, it has a special interest in the rapidly developing extension in the use of tea bags by caterers. In fact, the increase in this field might well be described as extraordinary. There are so many reasons why caterers are adopting tea bags—it is hard to pinpoint the explanation for this widening use. No doubt convenience, quality and quantity control, economy and the elimination of loose tea leaves all provide their share and, not to be overlooked, is the fact that in the last 12 months a tremendous advance in the technical manufacture of the packing materials used has resulted in a bag which now has no trace of any other flavour than pure tea. The Tetley range of tea bags includes bags suited to individual cup brews, up to the largest of pots and the latest and most interesting development for the quality catering user is the tea bag with a tag. On this, the shipping or air line, hotel or bar can have its own name or advertisement attractively printed on one side.

### Anti-splash Pourer

With the new one-gallon Chemico disinfectant can comes a free plastic pourer. Moulded to include an air vent tube, this angled spout does pour smoothly when properly fitted. When the can is tipped the outlet should be uppermost in the end of the can and the pourer should point downwards. With the pourer in this position air is allowed to enter the can through the vent tube to replace the volume of liquid released, thereby eliminating any surging and splashing.

### A New Deep Freezer

A new deep freeze cabinet with a 3.2 cu ft freezer capacity is announced by Sigma-Frigo-Therm. Manufactured as the T.90 commercial and the TT.90 domestic model, the new freezer is introduced at a time when the convenience and economy of bulk buying on even a small scale is becoming widely recognised in Britain. Encased in a white cabinet 2ft 9½in high and with a depth and width of 1ft 11½in, the two models differ only in the design of the lid. The TT.90 domestic model has a plastic heat resistant scratch-proof working top attached, while the commercial model has a removable



top in white or, as an optional extra, a removable top in a choice of three colours. Internal finish is in aluminium and two storage baskets are supplied with each model. The freezer is operated by a Danfos sealed compressor thermostatically controlled to sub-zero temperatures. The retail price of 85 guineas for the TT.90 includes purchase tax and service; the T.90 commercial freezer is not eligible for tax and retails at 72 guineas. Both models are distributed by Electro Appliances & Equipment Ltd, 177 Regent Street, London W1.

### Disposable Polythene Gloves

A new lightweight disposable type of polythene glove which hitherto has only been available for surgical and hospital use is now generally available from Portland Plastics Ltd. Designed and intended primarily for medical purposes, where they can be used once and then thrown away, these inexpensive high-grade "working gloves" are of considerable interest. They are ultra-light, transparent and have such a thin texture that no loss of sensitivity to touch is experienced by the user. In the electronic and scientific industries for example, these gloves would ensure protection of specialised components from corrosion arising out of contact with operator's hands. In the catering and foodstuffs sphere too, where consumable goods are constantly being handled, they would safeguard against the risks of contamination. For home use they are invaluable for protecting the hands while performing daily chores like preparing vegetables. Each Portex disposable polythene glove is internally dusted with fine talcum for ease of fitting and removal and they are packed in bags of 100 (50 pairs). The cost is 151s plus 5 per cent purchase tax per 1,000 gloves (500 pairs).

### Canned Lard and Suet

Canned lard and beef suet in 2-lb and 7-lb hermetically sealed cans with keeping quality of several years, for the home market, for export and for use in ships' stores, are two of the latest lines from N. Kilvert & Sons Ltd, of Trafford Park, Manchester. The labels conform to the Kilvert style and the quality is of the same high standard that has made Kilvert's products a household name in many parts of the U.K. Initial inquiry has been "most encouraging," reports Mr Tom Paterson, sales manager. The launching of these two products was accompanied by a bonus offer of 5 per cent on the list prices, which are:

		Pack	Wholesale trade price
Kilvert's	2-lb cans	24 x 2-lb cans	84s case
Lard	7-lb cans	6 x 7-lb cans	72s case
Kilvert's	2-lb cans	24 x 2-lb cans	88s case
Beef Suet	7-lb cans	6 x 7-lb cans	73s case

Right: Sarson's vinegar in new plastic sprinkler bottle

Below: Disposable plastic gloves by Portland Plastics



### Sarson's Vinegar

A detachable sprinkler nozzle is the latest modification to the new handsome, plastic bottle launched recently by Sarson's for their ½-pint vinegar container. Developed as an aid to easy living, the pack is admirably effective in any dining setting without offending good taste. Functional utility plus modern design are the keynotes of the bright maroon-coloured bottle which is shaped like a vase. A transparent base permits quick visual checking when a replacement is required. Beneath the ivory-coloured cap of the bottle is the sprinkler-nozzle, which can be readily removed for quantity pouring or refitted for sprinkling. A moulded pin in the top of the cap which fits neatly into the pouring aperture of the nozzle prevents leakage and spilling when the bottle is not in use. Designed in a special lightweight plastic, the container is sturdy and can be easily stored.

### New Shortcake

Meredith & Drew have introduced a new shortbread biscuit—Stirling Shortcake. A welcome addition to the Meredith & Drew range, Stirling Shortcake is the standard design and shape of the classic shortbread biscuit. The traditional "buttery" flavour of good shortbread is well to the fore—something not usually found in a biscuit in this price range, since Stirling



Crew suit for ship's engineers, outdoor maintenance staff, etc, made by Geltek Ltd, of Hounslow, Middlesex

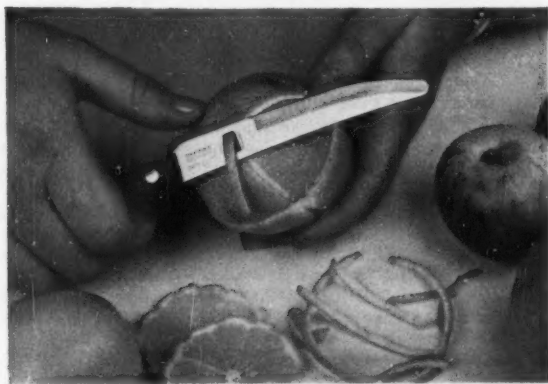


Austin Reed new nautical towelling gown with anchor and wheel design in two colours



Geltek three-quarter length waterproof and windproof "Shortie" coat made from combined nylon/wool fabric

Shortcake retails at only 11½d per 7½-oz packet. The attractive pack, designed by Douglas Evan Cook, follows the Meredith & Drew 'new look' line for biscuit packaging. The greater part of the pack is white with a picture of the biscuit and the name Stirling Shortcake surrounded by the thistle emblem; retail price is clearly marked. The company's name appears in white on a purple background on the remaining quarter of the packet. Diolam wrapping is used with an inner lining of greaseproof paper. To the retailer, the price of this new Meredith & Drew line is 13s 9½d per 18-packet outer.



"Skyline" fruit knife

### Fruit Knife

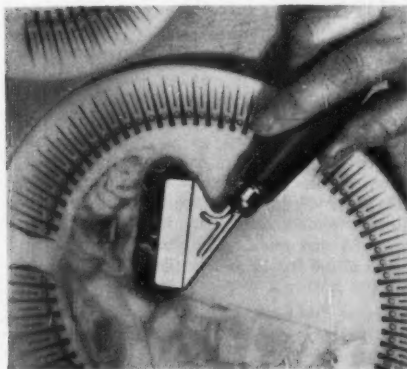
A new knife in the "Sky-Line" range produced by the Prestige Group Ltd is a useful knife for almost any fruit. Its hollow-ground, stainless steel blade is very sharp for peeling, and the serrated tip is a great help for easy, even slicing. In the blade there is a little "gouger" that strips off slivers of peel—of lemon, for example, for cocktails and fruit drinks: a boon, too, for starting off the peeling of an orange instead of digging in with the nails. The pakkawood handle, moulded for an easy grip, is chip and stain proof and impervious to acids. Retail price 6s 11d.

### Vacuum Flasks

Streamlined in appearance, practical and hygienic in use, the Vacco de Luxe vacuum flask has a new shape, is made in a new material and incorporates many new features, yet it costs only 8s 11d. The main advantages of this new flask are: good looks and modern design equally acceptable outdoors or indoors, for leisure or work; new easy snap-on cup free from dirt-trapping crevices; toughened polystyrene case which will not become shabby; leakproof screw-on stopper; non-drip pourer; and shock-absorbent mounting of the vacuum

Centre: Vacco de Luxe vacuum flasks in polystyrene case

Below: Prestige "Sky-Line" plate scraper of flexible rubber



Meredith and Drews Stirling Shortcake

bottle, reducing breakage risk. The Vacco de Luxe has a smoothly curved outer case of durable plastic which will not dent or chip. The colour is permanent and will not scratch off. The plastic is easy to keep clean and there is nothing to rust. The new snap-on cup is never too tight or too loose and cannot jam. There are no crevices to trap dirt or stains. The polythene screw-on stopper and non-drip pourer are of proven efficiency, hygienic and absolutely leakproof. The chances of breakage are much reduced. The glass vacuum bottle "floats" on a spring mounting in the base and between shock-absorbent bands moulded on the inside of the case. The new flask is made in three attractive colours—a rich red, coffee and light blue—with matching stopper caps and contrasting ivory parts. It is standard size, holding 16 fluid oz. Manufacturers are Vacco Ltd, Grosvenor Gardens House, London SW1.

### Variety Sausages

To mark the national distribution of another new quick-frozen product—Skinless Beef Sausages—Smethursts Foods Ltd, the catering associate of Birds Eye, have issued a recipe leaflet, which gives storage, handling and cooking instructions for both Skinless Beef Sausages and the already popular Skinless Pork Sausages, as well as recipes. Smethursts Skinless Sausages are packed in cartons of 2½ dozen—the beef sausages at 2s per dozen and the pork at 2s 4d per dozen. One of the recipes is for Pork Sausage Salad:

#### Sufficient for 15 Portions

- 1 carton (30) Smethursts Skinless Pork Sausages
- Dressing: 1×7 oz bottle mayonnaise
- 4 level tablespoons horseradish sauce
- ½ pint milk, approx.
- 3 lb cabbage, finely shredded
- 1 lb red eating apples, halved, cored and sliced
- 3 oz walnuts, roughly chopped
- 1 to 1½ lb tomatoes, quartered
- Watercress to garnish, optional



Below: Another useful Prestige "Sky-Line" product, a pair of tongs specially designed for handling eggs



# "Three Cooks" Guide to Quantity Cooking

## VI—DESSERT SWEETS, PUDDINGS, BUNS & CAKES

IN PREVIOUS issues of SHIP STORES AND CATERING there appeared a series of abstracts from the marine edition of the "Three Cooks" Guide to Quantity Cooking (price 10s), by Henry Smith. The first abstract dealt with the service and garnishing of soups, and the second dealt with fish dishes and fish cookery. The third dealt with meat dishes, and the fourth with poultry dishes. The fifth dealt with vegetable dishes and cookery, and the following deals with sweets, puddings and cakes.

Boiled puddings are almost a thing of the past, and the term is old-fashioned, for we no longer drown a heavy stodgy pudding in boiling water for the fats and flavours to be carried away in the water. Instead, the suet pudding of the mid-twentieth century is a much lighter and palatable dainty, when steamed steadily with all the fats and flavour sealed in the pudding, and cooked in a basin or mould instead of that unhygienic floured cloth that was never really washed too well.

Sponge Puddings have become extremely popular in recent years, and this is where "Three Cooks" two basic pudding and cake mixtures will be found both time and money savers that give even the amateur foolproof results. The secret of obtaining uniform foolproof results in all puddings, buns and cakes is to be found in the uniform quality and strength of the flour used in:

1. "Three Cooks" Suet Pudding and Dumpling Mixture.
2. "Three Cooks" Sugar Sweetened Cake and Sponge Pudding Mixture.

The special flour selected for these pudding and cake mixtures is to ensure that you can always rely on successful results if you will just follow the very simple instructions on the bags and packages, and those given below. "Three Cooks" Sweetened Cake and Pudding Mixture will make the most perfect steamed sponge pudding, not just the first time, but every time, because the basic ingredients contained in this cake mixture have all the essential properties to give feather light puddings just as well as feather light buns and cakes.

### BASIC FOR STEAMED SPONGE PUDDING (Large or Individual) (For full range of variations see below)

Ingredients	100 (10 basins) 50	25
"Three Cooks" sugar-sweetened Cake Mixture	8 lb	4 lb
Margarine	3 lb	1½ lb
Eggs	16	8
Milk	2 pt	1 pt

#### Method:

1. For perfect results bring all ingredients out of the store soon enough for them to gain normal room temperature (65°F) before proceeding to make the pudding. This will allow for the margarine to be rubbed in evenly and well because if you heat cold fat to soften it, this will all take away from the delightful lightness of the finished product. Also, the eggs will beat to lightness quicker than cold eggs (temperature under 50°F).
2. Rub margarine well into dry mixture until the mixture looks like fine breadcrumbs (the finer you can rub in the margarine, the lighter and more palatable your pudding will be).
3. Beat eggs separately for five minutes, adding the milk.
4. Make a well in the dry mixture and pour in the eggs and milk. Mix well but do not overmix as it will toughen and close the texture of the pudding.
5. Pour mixture in greased basins, cover each with greased paper and steam in pre-heated steamer approximately 1-1½ hours.
6. It is essential to have the steamer well heated before the puddings are placed inside.
7. Serve with "Three Cooks" Custard Sauce.

### Variations for Steamed Sponge Puddings (per 100 portions)

1. *Sultana Sponge Pudding.* At stage 4 add 1½ lb sultanas per 100 mix. Cost with Basic Mix A = 2.41d.
2. *Currant Sponge Pudding.* At stage 4 add 1¼ lb currants per 100 mix. Cost with Basic Mix A = 2.41.
3. *Mixed Fruit Sponge Pudding.* At stage 4 add 1 lb sultanas, ¾ lb currants, ¾ lb cut peel. Cost with Basic Mix A = 2.62d.
4. *Cherry Sponge Pudding.* At stage 4 add 1½ lb sliced preserved cherries. Cost with Basic Mix A = 2.80d.
5. *Lemon or Orange Sponge Pudding.* At stage 2 add the finely grated rind of 8 lemons or oranges (save the juice for meringue pie). Taking half the cost of lemons or oranges added to Basic Mix A = 2.44d.
6. *Ginger Sponge Pudding.* At stage 2 add 2 to 3 oz ground ginger depending on the strength of flavour required, also the pungency of the quality ginger used. Cost with Basic Mix A = 2.38d. Serve with Golden Syrup Sauce.
7. *Almond Sponge Pudding.* At stage 2 add 1 lb ground almonds. At stage 4 add ½ oz almond essence. Cost with Basic Mix A = 2.92d.
8. *Chocolate Sponge Pudding.* At stage 2 add 10 oz chocolate or good cocoa powder. At stage 4 increase milk by ½ pint. Cost with Basic Mix = 2.59d.
9. *Red Cap (Jam) Sponge Pudding.* Place 8 oz jam in the bottom of each pudding basin before adding mixture. Cost with Basic Mix A = 2.86d.
10. *Caraway Sponge Pudding.* At stage 2 add 2 oz caraway seeds. Cost with Basic Mix A = 2.32d.
11. *Coconut Sponge Pudding.* At stage 2 add 10 oz medium coconut. At stage 4 add extra ¼ pint milk. Cost with Basic Mix A = 2.41d.

As for other variations, just add 2 oz of imagination to your own creative and inventive ability.

### BASIC RECIPE FOR PLAIN SWEET STEAMED SUET PUDDING

Ingredients	100	50	25
"Three Cooks" Suet Pudding Mixture	8 lb	4 lb	2 lb
Sugar	3 lb	1½ lb	¾ lb
Water or Water and Milk, or all Milk	4 pt	2 pt	1 pt

#### Method:

Combine sugar thoroughly with Suet Pudding Mixture. Make a well in the dry mixture and pour in the water or milk. Mix lightly but well. Divide into 10 pieces, place in well greased basins or roll tins covered with greaseproof paper, and steam for 1½ hours.

#### Notes:

- A. Cost if mixture is made with all water = 1.41d. Half milk, half water = 1.57d. All milk = 1.73d.
- B. If the basic mix is made up for an unsweetened meat pudding crust, use 9 lb suet pudding mixture and 4½ pints water when cost per portion = 1.31d.

### Variations of Suet Pudding (Dumplings, Rolls, Puddings)

*Suet Dumplings.* If sweetened dumplings are required for sultana or currant dumplings etc, use basic sweetened suet pudding mixture as above, adding fruit as described for Sponge Pudding.

For all other variations, follow the amounts as given for Sponge Pudding Mixture.

### Steamed Suet Rolls and Puddings (Fig, Date, Jam, etc).

Follow the directions as given for the basic steamed sweet suet pudding recipe with additions as given for steamed sponge puddings. For other than fruit rolls (sultana, currant, date, figs, etc) where the dough has to be rolled to take the filling such as jam, honey, syrup, mincemeat, crushed pineapple, peanut butter, lemon curd, etc, it will be found advisable to mix 10 lb suet pudding mixture, 3¾ lb sugar, and 5 pints water to allow for 10 × 2 lb pieces of dough to make 10 rolls per 100 portions.

*Date or Fig Suet Rolls or Puddings.* Follow the directions as given for basic recipe for sweet suet pudding, adding 3 lb chopped dates or figs.



**PANCAKES**

Ingredients	100	50	25
"Three Cooks" Pancake Mixture ...	4 lb	2 lb	1 lb
Milk ...	8 pt	4 pt	2 pt
Eggs (See Note B)			

**Method:**

Prepare a thin batter and let it stand.

Melt 2 lb fat (per 100) in a pan and when hot take sufficient from this to nicely grease a hot frying pan; when nicely hot, pour in a thin layer of batter. Fry until lightly brown, turn and cook the other side. Sprinkle with fine castor sugar, roll up and serve piping hot with quartered oranges or lemons.

**Notes:**

- A. Cost per portion = 1.36d, with eggs = 2.00d.  
 B. Up to 4 eggs per 1 lb flour may be added, in which case milk should be reduced accordingly.  
 (Costs including fat, but excluding sugar and citrus fruits.)

**JELLY CREAMS (Complete Mix) 4 oz Portion. No 1 Recipe**

Ingredients	100	50	25
"Three Cooks" Complete Jelly Cream ...	5½ lb	2 lb 10 oz	1 lb 5 oz
Water ...	2 gall. ns	1 gallon	½ gallon

**Method:**

- Mix powder to a smooth pouring cream with 1 pint cold water taken from the 2 gallons.
- Boil the remainder of the water and add to the cream, stirring continuously and well.
- Return to the pan and simmer for 1 or 2 minutes, stirring continuously.
- Pour into lightly greased mould and allow to set.

**Notes:**

- A. If a fine sweet oil is used to grease the moulds, the jelly creams will slip out quite easily when set.  
 B. **Warning**—Never overcook or overboil a jelly mix, as overheating or prolonged heating reduces the strength of the jelly.

Cost: per 4 oz portion = Bag 0.95d. Tin 1.00d.

**SUGAR SWEETENED JELLY CREAMS (4 oz Portion). No 2 Recipe**

Ingredients	100	50	25
"Three Cooks" Sugar-sweetened Jelly Cream Powder ...	3½ lb	1 lb 14 oz	15 oz
Milk ...	17 pt	8½ pt	4½ pt

**Method:**

- Bring all milk to the boil.
- Sprinkle the jelly cream powder on to the boiling milk, stirring continuously and well. When completely dissolved, pour into lightly greased moulds and allow to set.

**Notes:**

- A. If a fine sweet oil is used to grease the moulds, the jelly creams will slip out quite easily when cold and set.  
 B. **Warning**—Never overcook or overboil a jelly mix as overheating or prolonged heating reduces the strength of the jelly.

Cost per 4 oz portion = Bag 2.19d. Tin 2.23d.

**FLAVOURED TABLE JELLIES FOR ALL OCCASIONS—4 oz Portion (Fully sugar-sweetened varieties)**

Ingredients	100	50	25
"Three Cooks" Jelly Crystals (Fully sugar-sweetened) ...	4 lb 14 oz	2 lb 7 oz	1½ oz
Water ...	17 pt	8½ pt	4½ pt

**Method:**

- Dissolve jelly crystals in HOT (not boiling) water. When crystals are completely dissolved, pour into oiled moulds and stand in a cool place to set.
- For a 1-quart mould dissolve 8 oz powder to 1¾ pints of HOT (not boiling) water.

**Notes:**

- A. Cost per portion = Tin 1.09d. Bag 1.04d.  
 B. In hot weather it would be advisable to increase the jelly crystals to 5 lb 5 oz, 2 lb 11 oz and 22 oz respectively, if a refrigerator is not available.

**MADEIRA CAKE OR MADEIRA BUNS WITH 15 VARIATIONS**

Ingredients	100	50	25
"Three Cooks" Madeira Cake Mixture ...	8 lb	4 lb	2 lb
Margarine ...	3 lb	1½ lb	12 oz
Eggs ...	16	8	4
Milk ...	2 pt	1 pt	½ pt

**Method:**

- In cold weather bring all ingredients out of the store long enough in advance for them to gain normal room tempera-

ture of 65°F for best results. In the summer months the margarine is usually pliable enough to rub in easily.

- Rub the margarine well into the mixture until the mixture looks like fine breadcrumbs, for the finer you rub in the margarine the lighter and more palatable your cakes will be.
- Beat the eggs in a basin for 5 minutes, adding the milk when eggs are well whisked.
- Make a well in the dry mixture and pour in the eggs and milk.
- Mix well but do not over-mix to toughen.
- Pour into greased cake tins which have been lined with greaseproof paper extending to 1 in above the sides of the tin. Bake in moderate oven 350°F-360°F for approximately 1½ hours.

**Notes:**

This mixture will produce 242 oz mixture using normal eggs of 2-oz size and be sufficient for 100 Madeira Buns or 3 slab cakes.

**15 Variations of Cakes and Buns using basic mixing above All amounts given are per 100**

**Walnut Cake.** At stage 4 add 1½ lb chopped walnuts to basic mix.

**Almond Cake.** At stage 2 add 1 lb ground almonds. At stage 4 add ½ oz almond essence.

**Sultana Cake.** At stage 4 add 1½ lb sultanas.

**Currant Cake.** At stage 4 add 1½ lb currants.

**Mixed Fruit Cake.** At stage 4 add 1 lb sultanas, ¾ lb currants, ¾ lb mixed peel.

**Coffee Cake.** Reduce milk by 8 oz, replace by 8 oz coffee extract.

**Coconut Cake.** At stage 2 add 10 oz coconut. At stage 4 add extra ¼ pint milk.

**Cherry Cake.** At stage 4 add 1½ lb sliced preserved cherries.

**Chocolate Cake.** At stage 2 add 10 oz chocolate or cocoa powder. At stage 4 add extra ½ pint milk.

**Orange or Lemon Cake** (half cost of fruit charged). At stage 2 add the finely grated rind of 8 lemons or oranges.

**Fig Cake.** At stage 4 add 2 lb chopped figs.

**Date Cake.** At stage 4 add 2 lb chopped dates.

**Ginger Cake.** At stage 2 add 2-3 oz ground ginger. At stage 4 add 1½ lb chopped preserved ginger.

**Seed Cake.** At stage 2 add 2 oz caraway seeds.

**Pineapple Cake.** At stage 4 add 2 lb sliced glace pineapple.

**"THREE COOKS" INSTANT SPONGE MIXTURE (SWEETENED)****Directions:**

**Sponge Sandwich** (Yield 5 sandwiches in 8-in tins)

2 lb Sponge Mixture.

10 eggs (say at 4s doz.).

Whisk eggs with good pinch of salt. Add Sponge Mixture slowly and beat to a smooth batter. Grease and sprinkle with flour 10 sandwich tins. Divide batter equally and spread evenly in tins. Bake 10 minutes in oven (400°F). Cool on wire tray and fill with jam or cream.

Cost = 1.08d per portion if cut 8 to sandwich.

**Victoria Sponge**

Use quantities for Sponge Sandwich. In addition cream 8 oz of butter or margarine and add to the batter after the eggs have been incorporated.

Cost if Margarine 1s 4d lb = 1.16d per portion, cut 8 to sandwich.

**Sponge Pudding**

2 lb Sponge Mixture.

7 oz (10 tablespoonfuls) milk at, say, 2½d.

5 eggs, say, at 4s dozen.

6 oz margarine, say, at 1s 4d lb.

Rub margarine into Sponge Mixture. Add eggs and milk and beat to a smooth batter. Grease two 4-pint basins and fill equally with mixture. Cover with greaseproof paper and tie down.

Steam for 1½ hours.

Cost = 3.47d when puddings are cut into 8.

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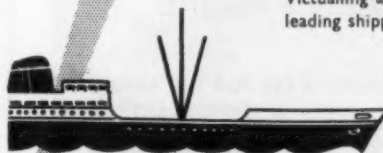


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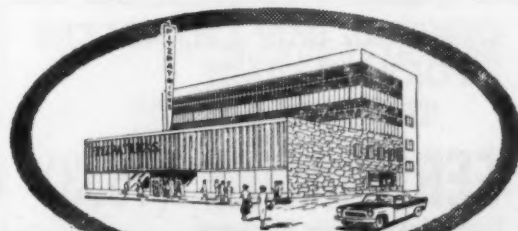
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